

JAN 2 '450

ATLANTIC FISHERMAN

DECEMBER, 1944

THE MARK OF QUALITY

When lives depend on rope, the Red, White, and Blue markers of Columbian Pure Manila assure safety and performance. If you still have some of this fine Columbian rope today, you're lucky! After the War is won, there'll be enough for everyone, as in the past. Do the best job possible with what's available. Tomorrow you can have the BEST again.

Meantime, remember this. It takes more than fine fiber to make fine rope. Columbian's methods are all-important. Those methods go into the rope you can buy today. The finest fibers go to war, but the best methods of rope-making are still yours. Until Columbian Pure Manila is again available—be sure the rope you buy is still Columbian.

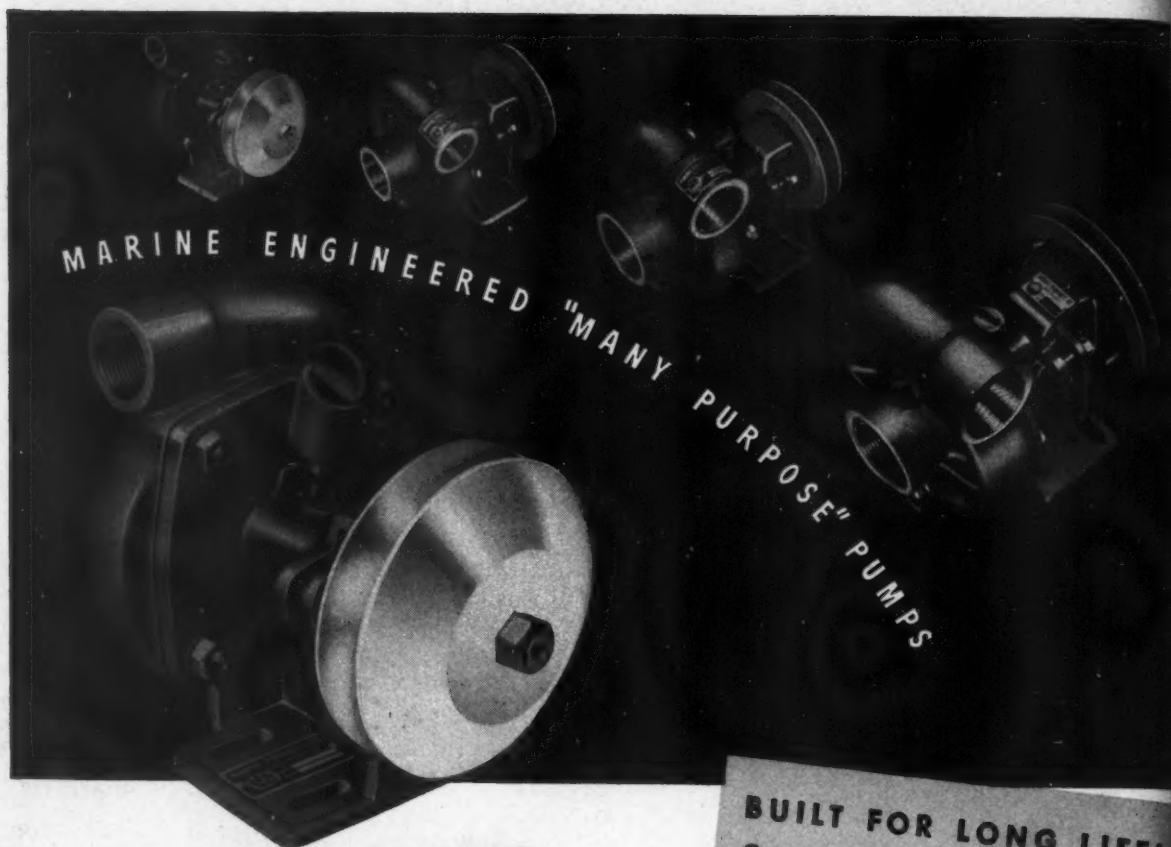
COLUMBIAN ROPE COMPANY
Auburn, "The Cordage City," N. Y.



ROPE

Boston Office and Warehouse

38 Commercial Wharf



THE LITTLE PUMP THAT DOES MORE ...AND COSTS LESS!

Small in size but a giant for work, the M-P model 30 Centrifugal Pump is marine engineered for all pumping tasks that demand absolute dependability and long life.

Besides bilge pumping, these rugged pumps circulate raw water for engine cooling systems, supply water for washing down decks and flushing holds, circulate water for live bait wells, etc. They easily handle water containing a high percentage of sediment and fish scales which so often damage many other pumps.

M-P pumps may be operated continuously, wet or dry, through V-belt drive from the engine or countershaft; motor driven as an independent unit; or with portable gas engine driven pumping units.

OVER 100,000 NOW IN USE

All over the world M-P pumps are piling up an enviable record in landing boats, amphibious tanks, lighters, fishing boats, tugs, ferries and work boats of many types. When again available for non-essential uses, M-P pumps will be for sale by leading marine supply dealers from coast to coast.

MARINE PRODUCTS CO.

6636 CHARLEVOIX AVE.



DETROIT 7, MICHIGAN

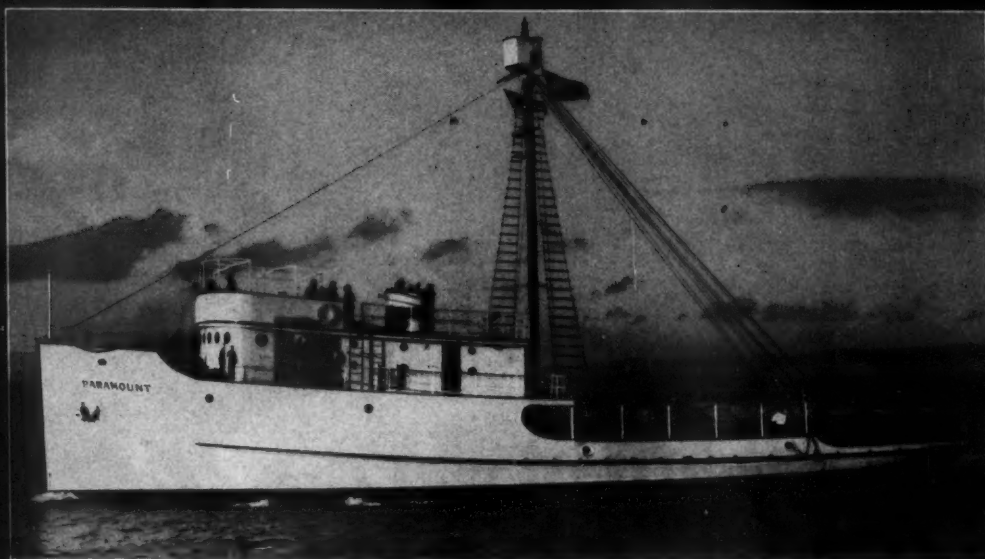
BUILT FOR LONG LIFE!

Construction Features:

- DESIGN:** Simple, rugged, accessible. Whole assembly balanced and rigid for smooth, quiet operation.
- BRONZE CASTINGS:** All parts except pulley and monel shaft.
- BASE:** Slotted for adjustment of belt tension.
- IMPELLER:** Open type, high capacity, perfectly balanced design.
- BALL BEARING:** Sealed and grease packed for life.
- PULLEY:** Radial load carried directly over ball bearing. Shaft overhang eliminated.
- LUBRICATION:** One point lubrication by grease cup.
- PACKING GLAND:** Semi-permanent metallic packing.
- DRAIN COCK:** Unit easily drained in freezing weather.
- POSITIVE PRIME:** Priming connection by small line from engine water discharge or from outboard.
- ROTATION:** Clockwise or counter clockwise.
- SIZE AND WEIGHT:** Length 6 $\frac{3}{4}$ " ; Width 3" ; Height 5 $\frac{1}{2}$ " ; Weight 10 lbs.
- CAPACITIES:** Up to 400 gals. per minute.

DEALERS:

Send for dealer proposition covering M-P pumps, clutch and throttle controls and other marine engineered equipment and accessories. Big demand now for fish boats, tugs and other essential craft. Get ready for postwar sales.



Fighting Tuna Clipper

Battling enemy bombs, supporting troop landings, rushing fuel and supplies to our fighting men, the fishing industry's first large steel tuna clipper *Paramount*, now cruising South Pacific battle areas, is carrying on the same outstanding performance of her 1937 commercial days. Powered with Enterprise Diesel Engines, the *Paramount* has seen continuous Navy service for three years. Thousands of miles from home port where engine breakdown and lack of replacement parts might mean disaster, the Enter-

prise Engines required only routine maintenance. According to Chief Machinist's Mate Stanley Rhodes, "Where breakdowns on other craft made them fit only for intermittent service, our Enterprise Engines, as our ship's log shows, have never failed us." Ruggedly built for continuous, reliable performance under the most severe conditions, Enterprise Diesel Engines are profitable investments in propulsion power to commercial users. Write today for new, illustrated Catalog Number 192.

ENTERPRISE ENGINE & FOUNDRY CO.

SAN FRANCISCO

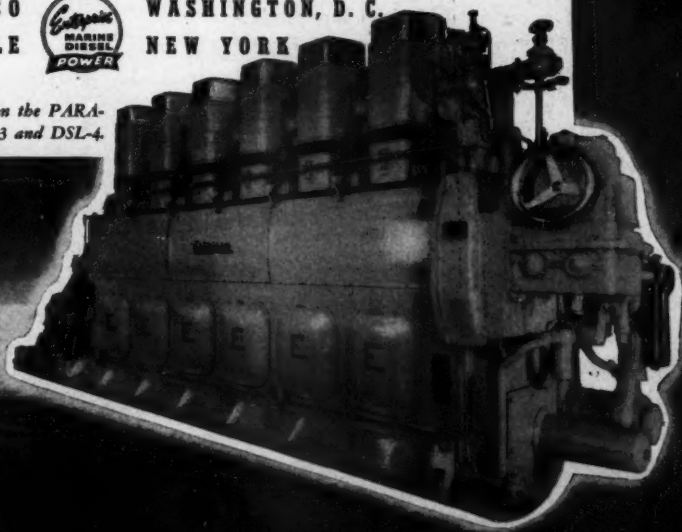
SEATTLE



WASHINGTON, D. C.

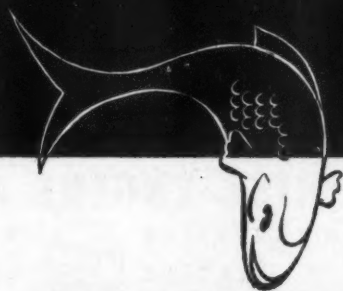
NEW YORK

Auxiliary generating engines on the PARA-MOUNT are Enterprise DSL-3 and DSL-4.





*how about
dropping us
a line...?*



What more natural than the production of fishing craft by the world's largest builder of boats? Right now—in the design stage—are Higgins' fishing vessels, incorporating many Higgins' marine innovations developed in the laboratory of war and proved on a hundred hard-fought beachheads.

Inquiries from prospective purchasers of commercial fishing boats are now invited. So, why not drop us a line at Dept. D-130. Higgins Industries, Inc., Industrial Canal Division, New Orleans, Louisiana.



WORLD'S LARGEST BUILDERS OF BOATS

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REASONS WHY

MORE SHIPS ARE USING

MAXIM HEAT RECOVERY SILENCERS

1. FUEL SAVING

The complete heating load of the ship while at sea can be supplied by Maxim Heat Recovery Silencers (using engine exhaust as the source of heat), thus completely eliminating the use of extra fuel for this purpose.

2. GREATER CRUISING RANGE

The heat supplied by Maxim Heat Recovery Silencers can also be used to distill sea water thus releasing fresh water tank capacity for additional engine fuel. Substantially increased cruising range is thus obtained.

3. 100% SPARK ARRESTING

Safety from fire and, in wartime, safety from enemy detection, results from positive elimination of all glowing sparks and embers in engine exhaust outlet through the use of Maxim Heat Recovery Spark Arrestor Silencers.

4. EFFECTIVE SILENCING

Based upon the same principle of silencing used in regular Maxim exhaust silencers, Maxim Heat Recovery Silencers provide an extremely high degree of silencing of all engine exhaust noise. Always an important factor, silent operation during wartime is an obvious necessity.

☆ ☆ ☆

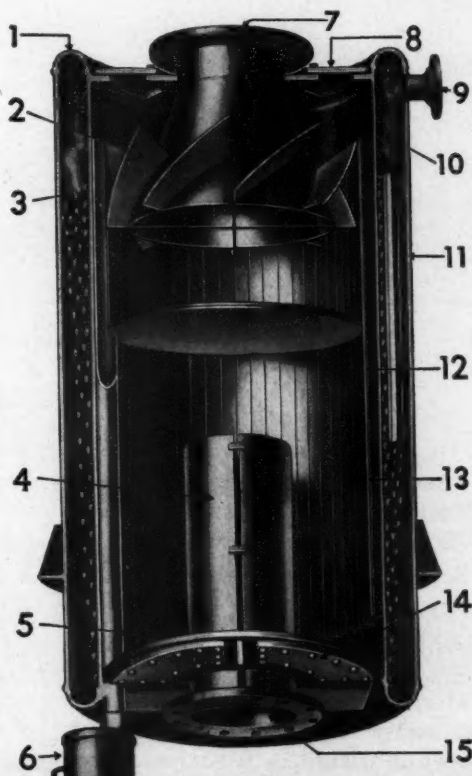
For silencing without the heat recovery feature Maxim makes units that effectively silence internal combustion engine exhaust or intake, steam engine exhaust, air compressor intake, vacuum pump discharge, blower intake and discharge, high velocity steam, air or gas discharge. Engine exhaust silencers available with or without the spark arrestor feature. Bulletins on request.

SEND FOR HEAT RECOVERY BULLETINS
WH-100 WH-103



THE MAXIM SILENCER CO.
74 Homestead Ave., Hartford, Conn.

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| 1—Expansion Joint to permit dry operation. | 9—Steam Outlet. |
| 2—Spark Arrestor. | 10—Steam Separator. |
| 3—High water line maximum steaming rate. | 11—Heavy shell. |
| 4—Bleeder Tube. | 12—Extended heating surface—requires the minimum of attention and maintenance. |
| 5—L shaped fins also serve as conduits for leading gases from one attenuating chamber to the other so that excellent silencing is acquired. | 13—L shaped fins welded toe to heel, position fins for easy welding—heavy gauge wrought iron offers maximum resistance to corrosion. |
| 6—Spark Box. | 14—Cleanouts. |
| 7—Exhaust Outlet. | 15—Exhaust Inlet. |
| 8—Cleanouts—provide ready access for cleaning of soot deposits. | |

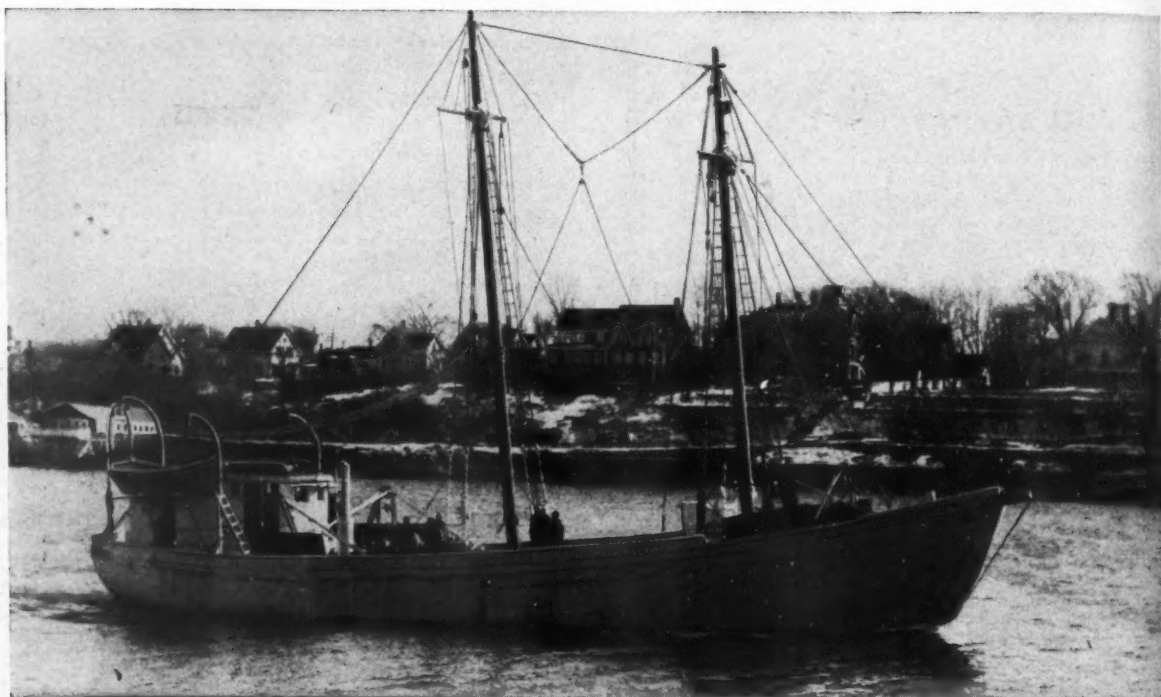


MAXIM

"Her engine and auxiliaries are
always dependable with

Gulf Quality Lubricants—

says Bert Hemeon, Engineer of the "Columbia"



The 103' Gloucester dragger "Columbia" owned by Capt. Ben Pine and Lt. Paul Bauer—skipped by Capt. Matthew Sears, with Bert Hemeon as engineer. Gulf quality lubricants and fuels help keep her working efficiently and dependably.

GULF QUALITY MARINE LUBRICANTS contribute in many ways to greater profits for scores of fishing boat operators. They prevent excessive wear, cut maintenance costs, and insure more working hours, less time on the ways.

Scientifically built into Gulf lubricants are superior lubricating value and long life—two assets that enable them to provide better protection for bearings, gears, winches, and other hard-to-replace parts and equipment.

Months can be added to the life of engines and auxiliaries and costly mechanical trouble can be avoided when the proper lubricant is used for every requirement. Call in a Gulf Lubrication Service Engineer today and ask him to recommend the proper types and grades for your particular equipment.

The services of a Gulf Engineer—and the quality lubricants in Gulf's complete line—are available to you in every commercial port in 30 states from Maine to New Mexico. Write, wire, or phone your nearest Gulf office today.



Gulf Oil Corporation • Gulf Refining Co.

Division Sales Offices:

**Boston • New York • Philadelphia
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THE NEW CHRYSLER MARINE ENGINES

*Stuff enough for combat jobs
... Tough enough for your jobs*

They're in the thick of it, the world over. Our Army and Navy count on Chrysler Marine Engines—these husky fighters have never failed them. Thousands of Chrysler Marine Engines are helping—and will help—us win.

You can get them now for civilian jobs under certain conditions. Any Chrysler Marine Engine dealer will explain the securing of necessary priorities.

No other marine engines deliver so much dependable power.

No other marine engines have *Superfinish*. Super-

finish was developed by Chrysler. It's uniquely a Chrysler improvement.

Superfinish almost eliminates wear on bearing surfaces, by making all important moving parts of Chrysler Marine Engines so incredibly mirror-smooth that no "break-in" period is necessary, and wear from friction is almost eliminated.

All 5 types of the New Chrysler Marine Engines—80 to 256 maximum brake horsepower—are versatile enough to power almost any type of craft. Send for Free Catalog. Chrysler Corp., E. Jefferson, Detroit, Mich.

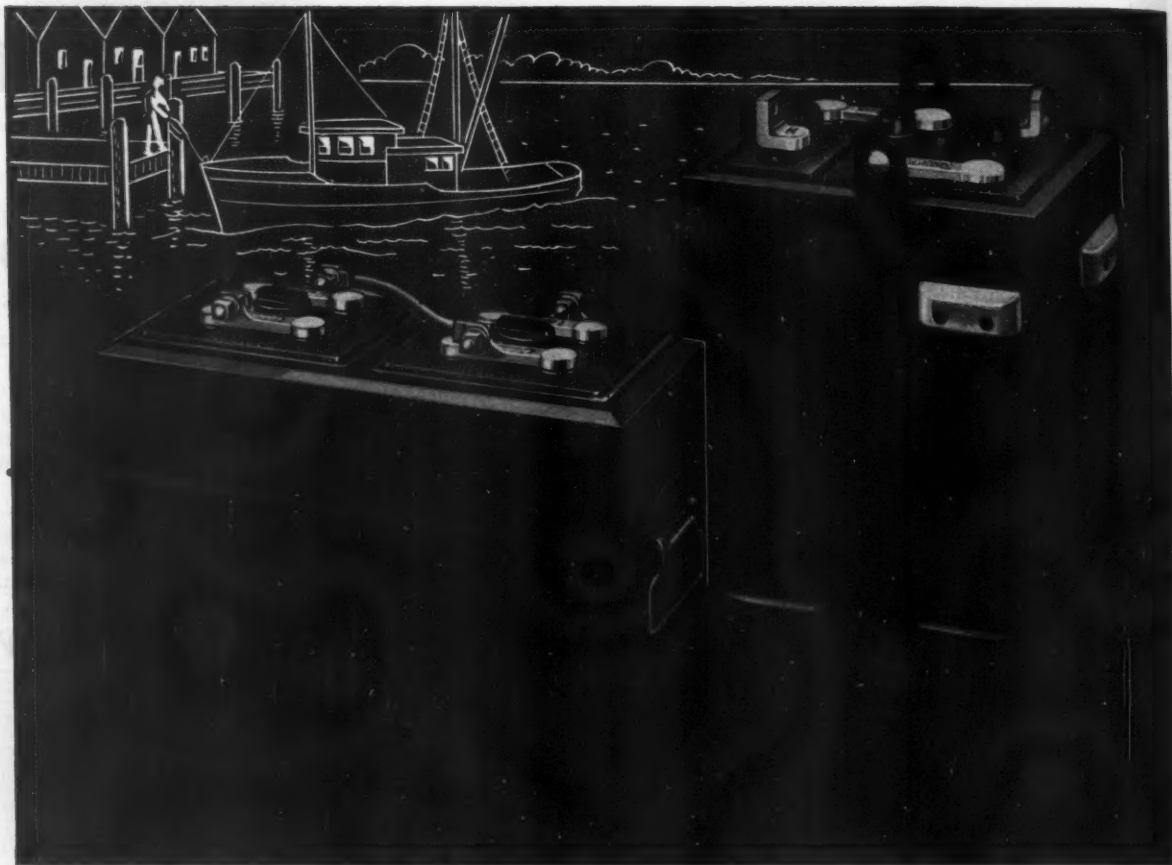
FISHERMEN...WORK BOAT OWNERS...YOU CAN GET THEM NOW



NEW CHRYSLER MARINE ENGINES

ACE • CROWN • ROYAL • TWIN ROYAL • DIESEL • ALSO CHRYSLER "SEA MULE"

■ PRIMARILY designed for ship-to-shore hauling the Chrysler "Sea Mule" is pushing supplies ashore wherever American army forces are today. Built around the sturdy 8-cylinder Chrysler Royal Marine Engine the "Sea Mule" converts a barge into a powered carrier... and ■ trained operators are not necessary.



QUALITY—the Keystone of Willard DEPENDABILITY

Quality is built-in at Willard factories . . . with strictly high quality materials . . . by men who have grown from youth to manhood, to middle age, in the Willard quality tradition. Quality, safeguarded by the 74 tests and inspections which every Willard Battery must pass, is, indeed, the keystone of Willard Dependability. When you buy Willards, you buy wisely . . . because you buy QUALITY.



Army-Navy "E", awarded to the Willard Storage Battery Company, Cleveland Plant, for high achievement in the production of war materiel.

Willard

"SAFETY-FILL"
MARINE AND DIESEL
BATTERIES

Willards at war: for Tanks • Combat Cars • Jeeps • Walkie-Talkies
• Ships—for Cars, Trucks, Tractors and Buses at home

... the power to carry on !

WILLARD STORAGE BATTERY CO. • CLEVELAND • LOS ANGELES • DALLAS • TORONTO

"A name worth remembering"

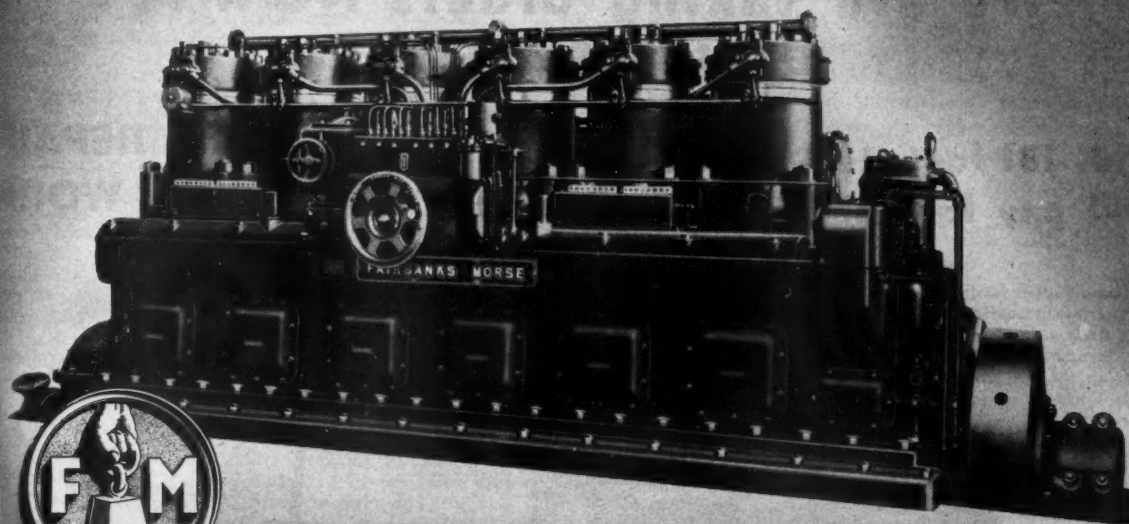
Fairbanks-Morse

To search constantly for ways to improve is a basic Fairbanks-Morse policy. Development work goes on continually in our research laboratories—in good years and bad, in time of peace and in time of war. During the months and years ahead this research will yield a rich harvest to fishing boat owners and operators.

R. H. Morse Jr.
General Sales Manager



Popular in the fishing fleets for its dependability and economy is this Fairbanks-Morse heavy-duty Diesel engine.



Diesel Locomotives • Diesel Engines
Pumps • Scales • Generators • Motors
Magnetos • Stokers • Farm Equipment
Railroad Motor Cars and Standpipes

Diesels

Fairbanks, Morse & Co.
Chicago 5, Illinois

BUY
MORE WAR
BONDS

WHEELER

TRAWLERS & DRAGGERS

**BUY WAR BONDS
TODAY**



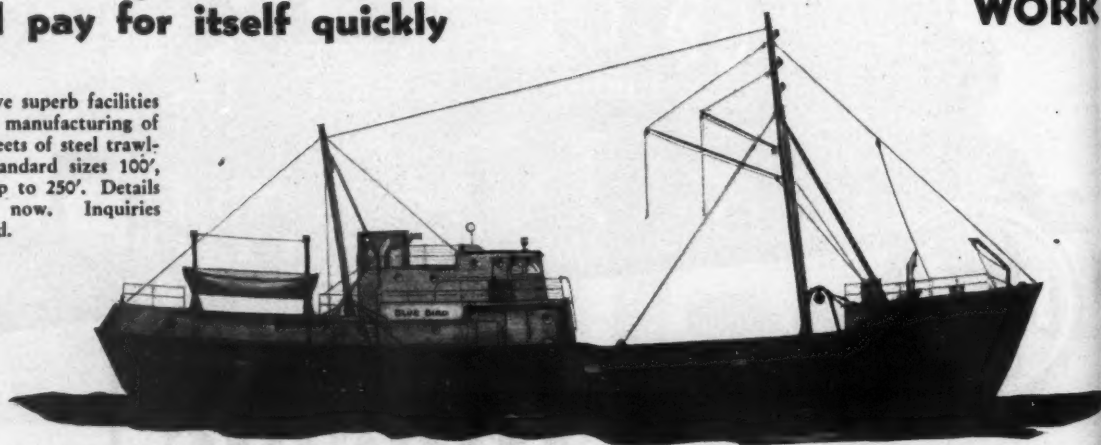
**This 90 Foot
Wooden Dragger
is a Sea-going
WORK HORSE**

We are ready to proceed at once on large fleets of fishing draggers or individual orders. In addition to the 90' dragger above, we have standard 60', 65', 75', and 100' models. Information ready. Inspection invited.

**We are taking orders NOW!!!
EARLY DELIVERIES**

**This 131 foot steel Trawler
will pay for itself quickly**

We have superb facilities for the manufacturing of large fleets of steel trawlers. Standard sizes 100', 131', up to 250'. Details ready now. Inquiries solicited.



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WORK**

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BROOKLYN, N. Y.
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Commission Reports Progress

THE Atlantic States Marine Fisheries Commission has filed copies of its Third Annual Report with the Congress of the United States and the Governors of twelve member states. The Commission is financed entirely by the states that compose it. It is a cooperative venture in government designed to bring about the maximum sustained yield of the Atlantic coastal fisheries consistent with preservation of an adequate brood stock.

The report of the Commission emphasizes the cooperative spirit which has been developed among the member states, and the need for adequate state systems of catch statistics recommended in earlier reports. Special committees have rendered reports on the need for a definite program of fishery education and for state programs of fishery stabilization like that used in Maryland. Both reports were referred back to the states for study and appropriate action. Both will be studied in the coming year.

The Commission is asking Congress to amend the proposed federal Flood Control Bill HR 4485 so as to require that when any program of river improvements is pending, Congress shall have before it reports on how the proposed improvements will affect the fisheries. Unless this precaution is taken, irreparable damage may be done to the fisheries for want of such knowledge and adoption of appropriate safeguards.

As a result of twenty-two section, panel and Commission meetings, it is expected that the coming sessions of the state legislatures will enact certain recommended uniform acts establishing minimum size limits for lobster, striped bass or rock, blue crab, channel bass, fluke, etc. Maryland and Virginia are studying special problems in the Chesapeake Bay. New Jersey and Delaware are nearing agreement on a controversy dating back many years about Delaware Bay. Initial steps have been taken by New York, New Jersey, Pennsylvania and Delaware to restore the once great shad run in that river. South Carolina and Georgia are seeking a constructive program for the shrimp industry. The oyster states are considering recommendations for increased production offered by the Fish & Wildlife Service last year.

Newfoundland Increases Bounties

AN increase has been made in bounties paid by the Newfoundland Commission of Government for the building of fishing vessels. Bounties payable under the shipbuilding acts of 1938-1943 on vessels constructed for and used mainly for catching fish in the fisheries of Newfoundland have been virtually doubled for Diesel-type motor ships. Vessels included in the benefits cannot exceed 150 tons and must be used mainly in fishing for five years after date of building. Those from 20 to 150 tons with motive power are eligible for a bounty of \$90 per ton, while boats of 12 to 30 tons may obtain \$70 per ton bounty. Driggers less than 100 feet in length may receive \$90 per ton and bounties paid on Diesel motors in vessels are \$15 per hp.

Enemy Patent on Shelling Shrimp

SEVERAL United States patents relating to shellfish are included in the 45,000 patents seized by the Alien Property Custodian from former enemy owners and nationals of enemy-occupied countries. Among them is a patent on "Process of Obtaining the Meat of Crustaceans", issued to a German inventor, which relates to a method of obtaining the meat of crustaceans, particularly shrimp, without manual or mechanical shelling. The shrimps are boiled in sea water on the shrimp boats and the meats separated from the shells by centrifuging, drying devices or by storing them in salt. This treatment renders brittle the integuments and other hardened waste matter which are then finely divided by mechanical grinding or rubbing, leaving the meat body whole. The waste material is removed by passing through revolving screens.

Shrimp meat so treated keeps for a long time and may be

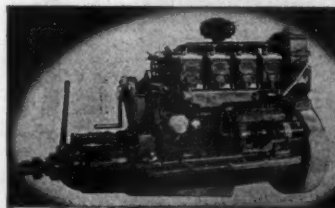
(Continued on page 14)



ANOTHER ADVANTAGE

Nickel iron, removable cylinder liners, used in the Palmer Diesel are not new. You find them in most of the better-built engines. The unique feature of the Palmer, however, is the method of sealing these sleeves at the bottom. A packing gland is used which can be adjusted through the hand hole plates of the engine. This metal gland construction takes the place of the usual rubber garter ring with its leakage worries and removal difficulties. Even with this advantage and many other practical, common sense features, the Palmer Diesel costs very little more than an ordinary engine. Let us send you full particulars.

PALMER BROS. ENGINES, INC., COS COB, CONN.



RND 4 cylinder 40 H.P.
RND 6 cylinder 60 H.P.
For marine use and stationary



RND 1 cylinder 9 H.P.
For stationary use only

Palmer also builds gasoline engines ranging from 2 H.P. to 150 H.P. for marine use.



PALMER DIESELS

THE FISHERMAN'S FRIEND FOR FIFTY YEARS

WORKS more... WORKS faster

THAT'S THE

HARBORMASTER!

There are more fish in the sea than have ever been caught! By using the new Murray & Tregurtha Outboard Propelling Units, fishermen can bring home bigger catches (entire hold is usable) — make more trips (speed, maneuverability, dependability) — also, these rugged war-proven Units erase lots of valuable time for maintenance and repair (every Murray & Tregurtha Unit, diesel or gas, has the 180° Elevating Mechanism, as illustrated, making every part easily, rapidly accessible). Larger, more frequent catches mean success to the fisherman; these new revolutionary Outboard Propelling Units omen that success!

● In planning your new fishing boat, plan wisely, successfully — plan to utilize the Unit's unique feature, 360° Propeller Steering Control (complete control with full power at all times) — plan to have economy, ease of operation, maintenance, and dependability — the new Murray & Tregurtha Outboard Propelling Units will do it!



MURRAY & TREGURTHA, INC.



— High Fidelity Marine Engines since 1885
12 HANCOCK STREET, QUINCY 71, MASS., U. S. A.

MATHEWSON MACHINE WORKS — Manufacturing Affiliate

SHERBROOKE MACHINERIES, LTD., SHERBROOKE, QUEBEC — Licensed Mfr. and Distributor for Canada

FROM THE "AMERICAN" SERIES OF UNITED STATES NAVAL VESSELS IN ACTION



From a painting in color by Milton Menasco*

THE NORMANDY INVASION

For two long years after the costly "feeler" landing at Dieppe, German propagandists thumped their chests and screamed the invincibility of the Atlantic Wall. There it lay along the coast of France and the Low Countries, an obstacle of unknown proportions . . . the gun-bristling, concrete ramparts of "Fortress Europe". England patiently fended off sporadic shell-fire, diminishing aerial attacks and the new robot bomb threat while the invasion preparations within her borders surged and swelled to monstrous size.

D-Day was no Dieppe. It came after a month of almost ceaseless aerial bombardment that battered and disrupted supply lines to the coast. In the early morning of June 6, 1944, the greatest attacking

force in all the history of war struck like a tidal wave at the Normandy coast of France. Ahead of it, air and naval units had delivered a torrent of destruction. The Atlantic Wall cracked, then crumbled and through its breaches poured the might of the United States, Great Britain, Canada and France to carry war to the soil of Germany for the first time in centuries.

★ ★ ★

From war plants, in transportation, along docks and on board merchant vessels and fighting ships, right up to the line of battle, rope is used everywhere to help move the men and the materiel of war. The rope once available for normal peacetime uses is now spread around the world. When the restrictions are lifted, first grade American Rope will provide all the quality that more than half-a-century of rope-making experience can produce. Meanwhile, you will find good value in the wartime American Rope your dealer has. You can use it with confidence.

*FREE PICTURE SUITABLE FOR FRAMING — A full-color reproduction of the above painting, with a chart and additional details about this engagement, may be had upon request. Write for your copy today.



AMERICAN ROPE

TWINE • OAKUM • PACKING

AMERICAN MANUFACTURING COMPANY, Noble and West Sts., Brooklyn 22, N. Y. Western Factory: ST. LOUIS CORDAGE MILLS, St. Louis 4, Mo.
Sales Offices: Baltimore, Boston, Chicago, Houston, New Orleans, Philadelphia



The Fishing Industry keeps on the job in wartime with the best possible protective rubber footwear and clothing—with the "U. S." label. For long service, "U.S." Rubber is compounded to withstand tough wear, resist abrasion and cracking. Seams are vulcanized—100% waterproof.



"U.S." HIP
BOOTS



Makers of "U. S." ROYAL FOOTWEAR
and "U. S." AMMOCURE RAYNSTERS
(RAIN CLOTHING)

UNITED STATES RUBBER COMPANY

1230 Sixth Avenue • Rockefeller Center • New York 20, N. Y.

The Sounding-Lead

(Continued from page 11)

swelled by water to recover its fresh appearance. Meat juices may be added to the water to improve the keeping qualities and flavor of the shrimp.

The enemy patents are available for licensing by the Custodian on a non-exclusive royalty-free basis for the life of the patents.

Fish Consumption Analyzed

THE Department of Agriculture has just published a pamphlet on "Family Food Consumption in the United States", which contains interesting data on fish consumption. It shows that in the spring of 1942, the per capita consumption of fish and shellfish was at an annual rate of 14.2 pounds. Urban dwellers on the average were the nation's heaviest consumers of fish and seafood with an annual consumption rate of 16.8 pounds, or about 18 percent more than the national average. The smallest consumers of fish and seafood were the rural farm dwellers with an annual per capita rate of consumption of 10.4 pounds or with slightly less than three-fourths as much as the average per capita consumption for the nation as a whole.

Propose Forum for Labor Disputes

THE House Merchant Marine Committee which investigated the war's impact on the fishing industry has recommended a Federal Forum be set up to pass on labor disputes between fishermen and boat operators.

Since industry wages are not controlled by OPA because most commercial fishermen work on a percentage basis, WLB has held itself without jurisdiction in such wage disputes.

The committee recommended a Federal Forum "where boat owners and fishermen can submit their grievances and disputes when they arise and work stoppages are about to result on account of OPA maximum price regulations."

Market Development Work

IN a co-ordinated effort, sponsored by the War Food Administration, and Fish and Wildlife Service, and actively supported by the local wholesale fish dealers association, the city of Detroit has been making an outstanding fish publicity record.

Patterned after those already held in Pittsburgh and Chicago the "Eat More Fish" campaign began on November 15th when Mayor Edward Jeffries gave his official blessing by purchasing fish.

Restaurants, hotels, schools, institutions, the gas company, chain stores, the Red Cross, wholesale and retail fish dealers, and all four of the local radio stations, were very active participants in this campaign. The local gas company gave fish cooking demonstrations in their home economics department. Approximately 50,000 fishery cook books of various types have already been distributed during this campaign in the Detroit metropolitan area alone.

On December 3 the F&WS locker plant merchandising program was further expanded when Leo Young addressed the Illinois Food Locker Assoc. Similar talks, held in conjunction with fish luncheons, have been given to Wisconsin and Pennsylvania Association members. Some 6,000 locker plants, storing over 600 million pounds of food for about 2 million patrons are equipped to handle fishery products.



"There's the snag — he even stopped the winch!"

"THE ENGINE WORKED BEAUTIFULLY"



Those were the words of Capt. Frank Brown, skipper of the new "EMILY BROWN," when he arrived in Gloucester with 201,000 pounds of redfish at the end of her maiden fishing trip of eight days spent east of Cashes. While not a record catch, it is close to the best redfish catch ever landed, and near the 210,000 pound maximum capacity of the boat.

The "EMILY BROWN" was designed by Walter MacInnis of Boston and built by W. A. Robinson of Ipswich. With a length of 107'3", a beam of 23'8", and a draft of 11', she is the largest schooner to join the Gloucester fleet in recent years. She is powered with a 6 cylinder, 13" x 16", 400 H.P. Atlas Marine Diesel equipped with single lever control. The engine swings a 70"x48" Columbian propeller on a 7" bronze shaft.

Representing an investment of approximately \$130,000, the "EMILY BROWN" is expertly designed, substantially built and adequately powered. Skipped by a man known for his successful command of fishing boats, with an experienced man in charge of the Atlas Diesel, and a first class crew of fishermen aboard, the "EMILY BROWN" has everything it takes for a profitable fishing boat.

ATLAS IMPERIAL DIESEL ENGINE CO.

SAN FRANCISCO • CHICAGO • NEW YORK • HOUSTON
SEATTLE • VANCOUVER • TERMINAL ISLAND • ASTORIA • KETCHIKAN
PHILADELPHIA • BALTIMORE • GLOUCESTER • NEW ORLEANS





*Buy —
and keep —
more War Bonds!*

HIS "KNOW-HOW" MEANS BETTER POST-WAR BOATS

Following in the footsteps of his father and grandfather, Roger Sawyer is the third generation of boat-building Sawyers in Maine. He studied electrical engineering at the University of Maine, later owned his own boatyard, knows ship construction inside out.

Roger Sawyer is our superintendent of hull construction. He has worked on our YMS Minesweepers and ATR Navy Tugs, and is now in charge of construction of commercial Dragger. His experience and skill are tremendous assets in the building of better boats for post-war American industry.

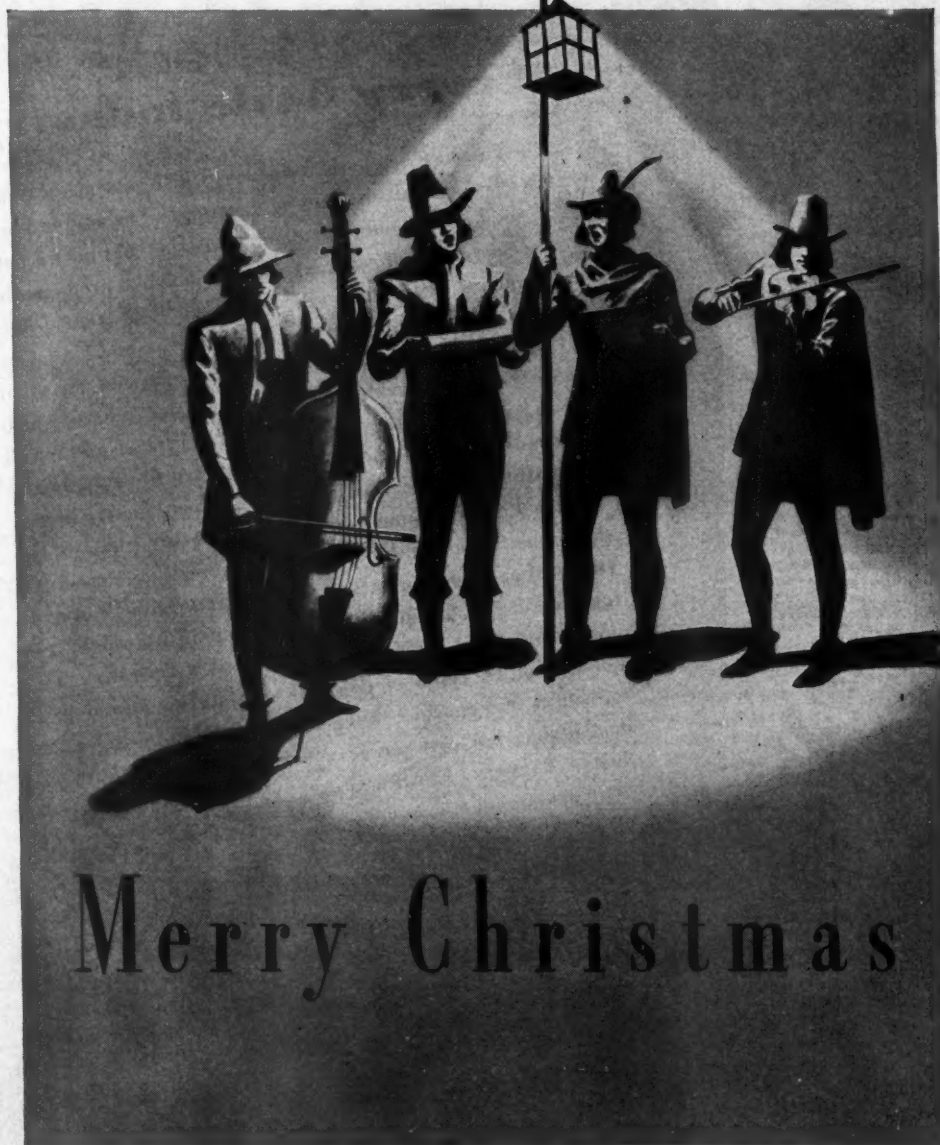


FRANK L. SAMPLE, JR., Inc.

★ *Shipbuilders* ★

BOOTHBAY HARBOR, MAINE

*Complete Modern Facilities for Designing, Building, Storing and Reconditioning Yachts and Commercial Vessels up to 200 feet.
Members of: Maine Boatbuilders & Repairers Assn. and Atlantic Coast Boat Builders & Repairers Assn., Inc.*



Merry Christmas

SUPERIOR ENGINES

Division of The National Supply Co.

Executive Offices: Pittsburgh, Pa.

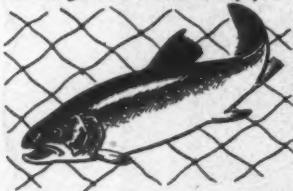
General Sales Offices: Springfield, Ohio

Sales Offices: Ames, Iowa; Boston, Mass.; Chicago, Ill.;
Detroit, Mich.; Fort Worth, Texas; Houston, Texas; Hunt-
ington, W. Va.; Jacksonville, Fla.; Los Angeles, Calif.;
Philadelphia, Pa.; New York, N. Y.; St. Louis, Mo.; Seattle,
Wash.; Tulsa, Okla.; Washington, D. C.

Canadian Distributors: The General Supply Co., Ltd., Ottawa,
Montreal, Toronto.



In the "mining" of petroleum, as in the mining of many other ores and the production of aggregates, Cummins Dependable Diesels play a vital role. They power drilling rigs, trucks, shovels, dredges and many other types of equipment . . . have established an enviable record for reliable, low-cost performance on the toughest 24-hour-a-day jobs.



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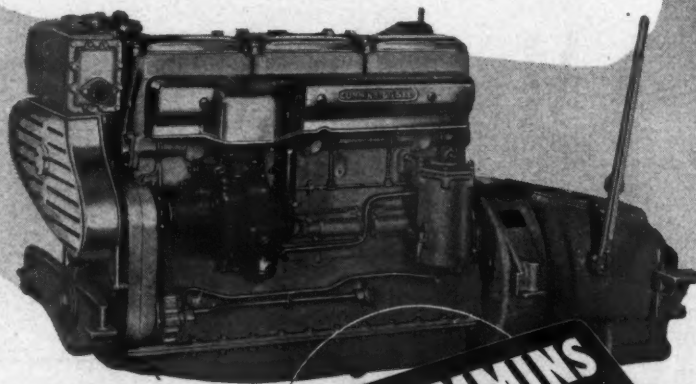
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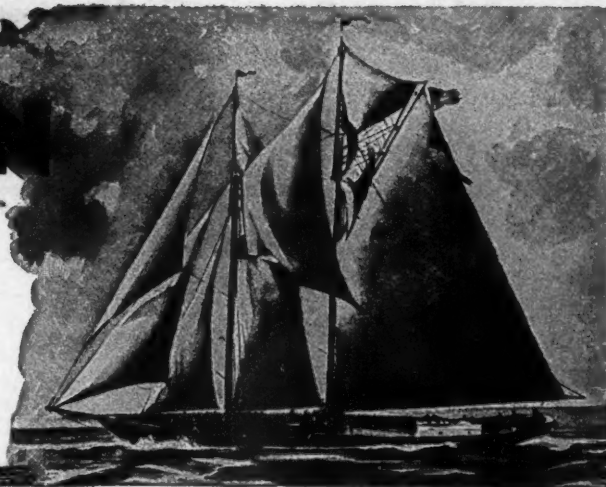
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National Association Should Be Federated Group

ONCE again the fishing industry has a proposal for a National Association. Elliott Hudgins of Baltimore, is acting as temporary treasurer of the proposed group. He was associated with OPA as consultant in Washington for two years, and has been connected with the fishing industry as representative of a large fish packer. The following is quoted from a letter which he recently sent out to members of the industry:

"There is no single organization in Washington endeavoring to coordinate the efforts of Congressmen and Senators who represent the areas that border on the Pacific, the Atlantic, the Gulf of Mexico and the Great Lakes and lead them to support legislation that is favorable to fisheries. Furthermore, a large part of the fisheries' problems which have been presented to the Congress have fallen on the shoulders of few Congressmen. This is a deplorable situation.

"There have been many problems, impossible for the industry and the government to cooperate intelligently in solving, arising in the twenty-three governmental departments having jurisdiction over different phases of the fisheries. A national organization of local fish associations representing all of the industry would be a clearing house of information and service which would prove indispensable to everyone.

"The proposed association can only be successful if it is founded on sound business principles and the only way to get started is to create a fund which will be adequate to incorporate, and then call a meeting of the incorporators to select a board of directors and adopt by-laws for governing the association. I see no need to call a meeting to set up an organization until an adequate sum has been raised to implement the ideas of the incorporators. When the leaders of the industry discuss this matter they indicate they are for it but nothing is done about it. It is necessary to secure incorporators who are representative of the industry, to select an outstanding board of directors and let the board then choose the employees. The active head of the association must be a full time employee, with a salary sufficient to attract an outstanding individual who can direct the affairs of the association in such a manner as to accomplish the most good for each and all segments of the industry.

"It is fortunate for the fishing industry that Irving G. McCann, special assistant to Congressman S. O. Bland, Chairman of the Committee on Merchant Marine and Fisheries, has been permitted to assist in the formation of this organization. While not endorsing this or any other association, Judge Bland has for years believed there should be a National association and has given Mr. McCann permission to aid in its formation provided it does not interfere with his regular duties. Mr. McCann is not seeking a position with the organization."

Accompanying the letter is a brief outline of the objects and purposes of the proposed organization. Summarizing this information we find it would promote development, operation, maintenance and general welfare of the industry; conduct studies and research in helpful activities; advise membership on matters affecting maintenance and development of the industry; give representation before Congressional Committees and Government agencies for sponsoring enactment of sound laws and regulations, and secure parity treatment with other food products; safeguard the operations of the industry by sponsoring sound treaties and agreements; and advise, consult and cooperate with representatives of the industry and its associations for the purpose of promoting and protecting the industry.

Undoubtedly there is definite need for a National organization in our industry. However, several attempts to establish one have failed, and we hope this latest development will materialize.

It would seem advisable to review past experience, and attempt to determine what might be necessary to form a successful group.

It appears that one shortcoming of some of the organization plans has been their provision for direct membership. In the fishing industry we already have several strong organizations which are doing a fine job in aiding their particular groups.

Because of the diversity of interests in the fish business there are many problems that are peculiar to certain sections, and it is well that they have sectional associations to provide intimate contacts.

Therefore, it would seem unwise to have a National group supported by direct membership. Rather, it should be a federation of existing associations, from which delegates would be selected. These delegates would control the National organization. Any decisions made should be by unanimous action of the delegates, which arrangement would prevent control to be exercised by a minority group.

In setting up such an association, the first step should be to formulate its by-laws and constitution, and designate the powers of its officers. Definite plans should be ready for presentation before membership is sought, thus enabling the industry to know exactly what it will do.

Then a competent person should be selected to manage the organization, and this must be someone who is thoroughly experienced in association work.

A National federation would prove valuable in handling problems which are common to all sections of the industry, and could promote the general interests of the entire industry. Matters of concern to sectional areas, or to a particular fishery, would continue to be handled by local associations as they are at present.

Money-Saving Improvements in Boat Fittings

By Capt. Elwell B. Thomas

IN my fishing boat repair work I am constantly reminded of the fact that had a little more thought and expense been given to various items of a vessel's construction, the repair bills would be much less. A little better design in fittings or a little better manner of fitting them to the hull, or both, would be the means of large economies over a period of years.

Let us take a look at rudder fittings, pintles, gudgeons, and so on. In the fittings of the average outboard rudder we find a great amount of wear, which is natural. This means that either the rudder fittings wear unattended with the resultant clattering of the rudder and danger of fittings carrying away, or it means that the rudder must be unhung and the fittings removed and either bored out and bushed or replaced. A great improvement would be to make these fittings for rudder, transom, and skeg with bushings already in them. These bushings should be fairly easily removed in order that the fittings could be rebushed without the trouble of removing fittings from either rudder or hull.

A little more expense in through hull connections and their fastenings would be a saving in upkeep and anxiety. A more costly metal should be used in their construction, and I hope that in the postwar period, manufacturers of such fittings will offer them in Monel metal as well as in customary bronze.

Inside Stuffing Boxes

One of the situations that I frequently run into is that of the inside stuffing box being inaccessible, as well as a point for various troubles. This is particularly so of the smaller boats. There is no complaint on my part regarding many of the good stuffing boxes on the market but I am inclined to think that they receive abuse. First of all they are customarily fastened to the end of the shaftlog with lag screws or hanger bolts. Lag screws or any other kind of screws are not desirable, and even if they were it is poor policy to fasten into end grain. I have seen and realize that there are various ways in which the stuffing box can be better fastened. For instance, the shaft log can be bored for rod slightly smaller than the holes in the box and the rod threaded on each end run in, a hole chiseled in the side of the log to receive a nut on the inner end of each rod. Then all that is left to do is to take up on the outer nuts after the box is put on. There are many other means of accomplishing the same purpose. As to the end grain situation, one might use a sort of inner stern post right ahead of the shaft log from the keelson right up to the deck, and fasten into that. Of course, the joint of post and log should be adequately and well splined.

Another difficulty about inside stuffing boxes is the fact that a vessel frequently is so designed as to afford too short a shaft log, with the result that there is not room to work on lags or other fastenings on the under side of the box. This is far too frequent a mistake by designers and builders. Naturally the angle of the average shaft log to the keelson will, as a rule, give a greater distance from shaft down to top of keelson as one moves forward. Therefore, it is advisable to extend the shaft log farther forward than has been customary in the past. Especially is this desirable where a hollow keel or "wineglass" section is employed and the hollow keel is long and the shaft log low. If the installation of a box low to the keelson is unavoidable, then suitable fastening should be made as outlined above to avoid frequent removal and renewal of fastenings.

Use of Waterproof Grease

There is little use in fitting grease cups to shaft bearings if both bearing and cup are under the hold or cabin floor. Since there is little likelihood of the grease cup being regularly filled as it should be. An extension tube should be fitted to the bearing, the tube run up to a handy spot and then a grease cup fitted to the upper end of the tube. This is advisable also in the case of inside stuffing boxes that are lubricated by grease.

I have noticed great improvement in the waterproof or waterpump greases within the past two or three years. Prior to that time there was only one good grease of that kind on the market. This product was highly favored by careful masters, but it was not available everywhere so many masters used any old grease even though certain surfaces demanding grease were in constant or occasional contact with water. The result of this use of ordinary grease was that the surfaces making con-

tact with water did not remain properly lubricated for any appreciable length of time, and various things happened after that as generally do happen to improperly lubricated surfaces. However, now that nearly all of the large oil companies are putting out a fine waterproof grease, such grease should be employed wherever necessary, and there is no excuse for not using it. Some of these surfaces are: water pumps, stuffing boxes, turnbuckles, threads around stuffing boxes and stern bearings, rudder post housings when they are fitted for lubricating, any nuts that are frequently removed on deck or topsides, bridle block sheaves, etc.

Many parts should be fitted for more satisfactory lubrication. For example, we seldom see sheaves that are so fitted as to receive anything like reasonably decent lubrication. I would think that oil channels should be bored through the pins of all sheaves in such manner that a grease fitting may be placed on the outside for easy and regular lubrication. This seems especially desirable in steering sheaves.

In providing steering cable, be sure to use cable manufactured for that purpose, as rigging cable will not wear very well, and will let go after very little service, especially where it goes through the sheaves.

Waterproof Wiring

Speaking of electrical equipment. I recently fitted out a coastwise freight boat, and the Steamboat Inspectors demanded waterproof wiring everywhere below the main deck. I thought it silly until we got to work on the installation of the stuff and I became familiar with watertight switches, junction boxes, receptacles, plug ins etc. I developed a healthy respect for these fittings and now look upon the customary wiring of non-waterproof nature as something of much inferior quality for marine work. I am sure that anyone who indulges in a completely waterproof system will feel more than pleased with the results and feel it to be money well spent. It pays to look into the matter thoroughly.

Radio installations should be given as much care as are installations of other equipment. A friend of mine had his radio fall off from its shelf in a seaway, with a fishing party aboard, and the result was a fire that might have proved a disaster. I am disturbed at the carelessness of many radio installations and hope that we will see much improvement along these lines.

Portlights and Windows

The use of portlights seems to be going out of style to a considerable extent but some are still being used, and when employed in the side of the fore'sle head I believe that the design of these fittings should be changed and installed in such manner that they will not easily slam into docks and other boats and tear themselves to pieces. Incidentally, the old idea of using a very small portlight forward, with a little larger next aft, and a still larger one farther aft is not such a good one. The larger ones can be used throughout if the lower rail is fitted with the right sweep of sheer so as to have about the same distance between upper and lower rail throughout. By using the larger ports throughout, a far greater amount of light and air can be had, especially far forward where it is most needed.

Some of the marine hardware firms should put out a suitable bronze opening window, square or rectangular in shape and built in the general fashion of a portlight. Such a window could be used in the smaller pilot houses wherever necessary, since wooden windows that open are apt to be very leaky, and a leak might mean the wetting of ignition and loss of the vessel.

The base of the customary type of cleat is somewhat too small, and if it was to be manufactured a little larger, there would not be the common fault of undue strains burying the base of one end of the cleat into the deck. Of course, the difficulty would still exist but a little larger base would cut down some of the trouble.

It is advisable to fit metal half oval or half round across the after edge of the covering board where it goes across the stern atop the transom. This strip prevents chafe of stern lines or towing hawsers, especially the latter, and I favor it to a chock.

Fishing Tug "Lelond LaFond" Designed for Utility

KEWAAUNEE Shipbuilding & Engineering Corp. of Kewaunee, Wisc., recently completed and delivered the welded steel fish tug, *Lelond LaFond*, for Capt. Lelond LaFond of Milwaukee, Wisc. The boat was designed by Walter W. Haertel, naval architect for the shipyard, and is similar to the *Oliver H. Smith* of Port Washington, which was built recently by Kewaunee. During her trial run, the boat attained a top speed of 12 mph., while 9 to 10 mph. was found to be her ideal cruising speed.

The *Lelond LaFond's* moulded length is 51'10", and her length overall including fender is 52'4". Her beam moulded amidships is 14'6 1/2", while overall including fenders, it is 15'7 1/4". Her depth amidships is 6'9", with draft being 5'1" aft, and 3'9" forward. Displacement at the 5'1" draft is 25 tons and net tonnage is 33.

The new tug represents the last word in design and arrangement for a Great Lakes fishing boat, and is constructed to meet all requirements of fishing in any kind of weather, with maximum comfort and convenience for the crew.

The boat has a new type transom with rounded corners. There is a pronounced flare on the bow which gives wide deck space forward. Deck scuppers are located fore and aft of the engine.

There is a steel casing over the engine, with 7'6" headroom. The engine housing allows for ample working space either side of the engine, and has sliding doors for access. It is completely insulated with Johns-Manville acoustic sheathing, which confines engine noise, thus giving the captain maximum opportunity for hearing approaching vessels. The spaces below limber holes between frames are filled with an oil resisting pitch cement.

For providing ventilation and light there are cast bronze port lights in the deckhouse and pilot house and two dead lights in the forward top deck. The streamlined pilot house, which is located over the engine, is of aluminum construction, which eliminates compass interference.

The *Lelond LaFond* is powered with a 6 cylinder Model ME150 Murphy Diesel, rated 150 hp. at 1200 rpm., with 3:1 reduction gear. The engine swings a 46 x 40 three-blade steel



The new tug "Lelond LaFond" of Milwaukee, built by Kewaunee Shipbuilding and Engineering Corp., Kewaunee, Wis.

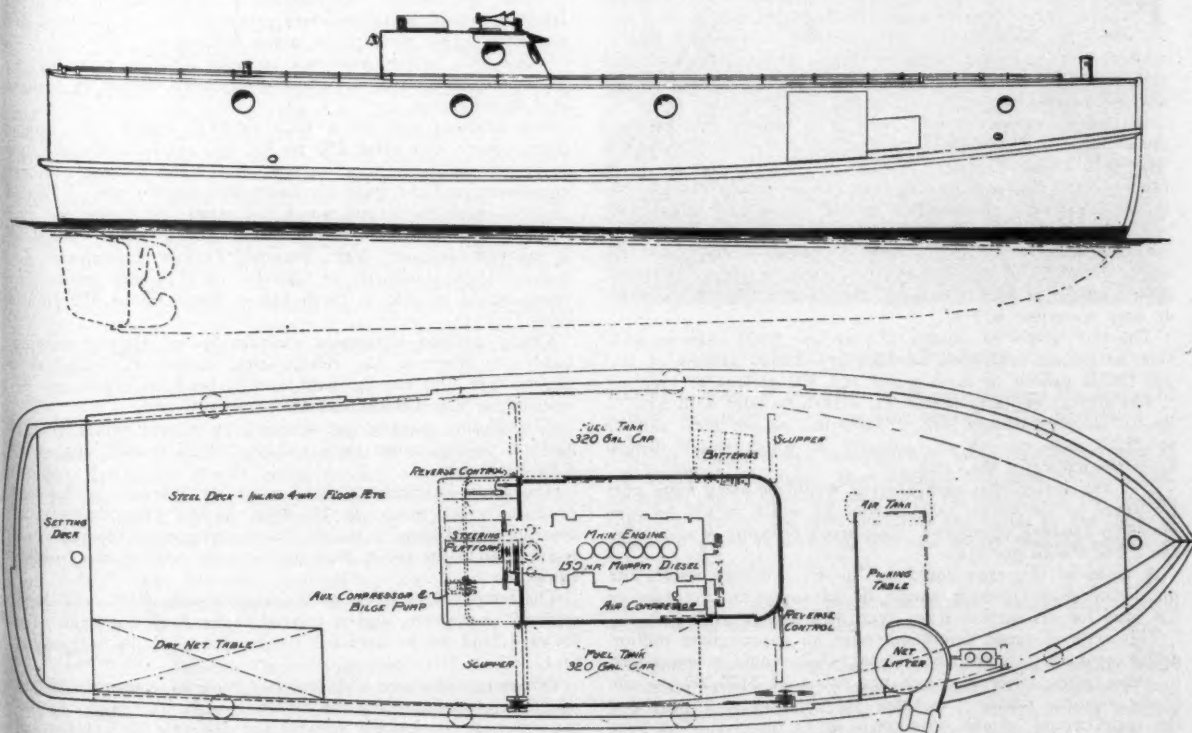
propeller on a 3 1/2" steel shaft with 4 1/4" diameter bronze sleeve in the way of the bearing.

The engine is fitted with a throttle control and a 4" Burgess exhaust snubber. Fuel capacity is 640 gallons in two tanks, located either side of the engine.

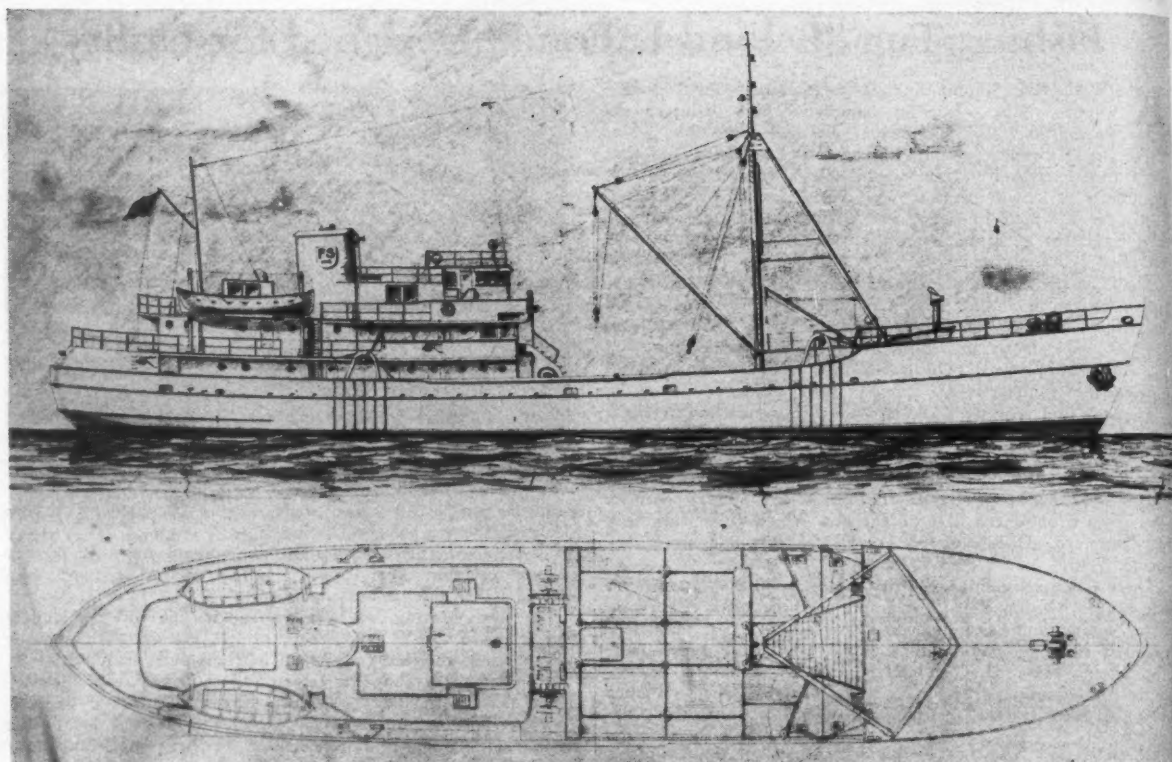
The stern bearing is a Ryertex flange type and the stuffing box is made with a Kahlenberg bronze casting. The steering gear chain is connected with rod to the rudder quadrant.

A Jabsco rubber impeller bilge pump is driven from the propeller shaft with V-belt, while a Gardner-Denver 2 cylinder 80 cu. ft. air compressor is driven off the forward end of the engine with V-belts. There is an auxiliary air compressor driven off the propeller shaft with V-belt, which has an air connection to the Kahlenberg Model D-2 horn mounted on the top of the pilot house, as well as to the sea chest and utility outlet.

The net lifter is a Crossley air type with 30" head, and is driven by a steam engine operated by compressed air from the main compressor. There is auxiliary reverse gear and control steering wheel aft of the net lifter.



Outboard profile and deck arrangement plans of the 52' Great Lakes fishing tug "Lelond LaFond", designed by Walter W. Haertel.



Proposed 226 ft. factory fishing vessel of Factory Ships, Inc., designed by John G. Alden.

Factory Ship for Producing Frozen Fillets

FACTORY ships soon may become a reality in the American fishing industry according to Factory Ships, Inc., of 7 East 42nd St., New York 17, N. Y. This organization has invented and patented a complete system of factory ship operation and has ready plans and specifications with which they are prepared to build vessels for this type of work.

Marine engineering on the New York factory ship has been done by the firm of John G. Alden, naval architects of Boston. The ship is self-contained, with full facilities for catching, filleting, packing, and freezing fish, which would be delivered to port ready for consumption in one pound packages.

The ship has an overall length of 226'6", while between perpendiculars it is 200 ft. Beam moulded is 38'6", and the depth 21'6". The extreme draft at deep waterline is 15'3", draft forward at deep waterline 12'4", and minimum freeboard at deep waterline is 7'4".

The ship would be capable of traveling 6,000 miles in addition to fishing time, and would carry 55,500 gallons of fuel oil, 15,000 gallons of fresh water and 500 gallons of lube oil.

The storage facilities permit the return to port with 550,000 lbs. of frozen packaged fish, 275,000 lbs. of fish meal and up to 25,000 gals. of fish oil, quantity of which would depend upon the nature of the catch.

It is anticipated that such a vessel would be away from port for three to six weeks, two to four of which would be consumed in catching operations. The vessel probably would average about 8 trips per year.

A vessel of this type could fish in much deeper water, and on distant banks, which would be advantageous in reducing the need for production from overfished nearby grounds.

This type of vessel would represent an approximate million dollar investment, which her sponsors claim could be amortized in three years, allowing for a net profit of \$100,000 on the yearly earnings during this time. At the end of three years the vessel would be able to show a profit of \$400,000 a year based on present market figures.

Under the factory ship method of operation, fish of prime freshness would be immediately processed and its goodness and vitamin content retained by quick freezing.

Trash fish, which now runs around 20% or more of the total haul, and which is thrown over board, would be utilized in a factory ship.

Specifications call for a 1200 to 1400 Diesel main engine power plant, and three 250 to 300 hp. auxiliary engines, one to operate a 125 hp. winch motor, another for driving auxiliary equipment, and the third for emergency standby use. It would be fitted with the largest winch and trawl line equipment ever placed on an American fishing vessel, which would consist of a specially designed New England Trawler Equipment Co. winch, having a capacity of 1200 fm. of 1 1/2" steel cable. The vessel would be able to catch fish in water up to 300 fm. in depth.

Other specified equipment includes Sperry electric steering, Baker Ice Machine Co. refrigerating equipment, including a blower type unit for the hold, and by-products machinery developed by Miami Boiler and Machine Co.

The filleting, packing and freezing operations would be carried on in the tween deck section, which is 60' long, with 7 ft. headroom.

The lower refrigerated hold, used for storing the finished product, is 60' long and 13' deep, having 18,000 cu. ft. of space. An additional 3,360 cu. ft. of refrigerated storage space is available in the tween deck section either side of the freezing equipment.

The section devoted to by-products manufacture is 36' long, with 12' headroom, and is located forward of the hold. The forward hold, to be used for storing fish meal, has a capacity of 12,000 cu. ft.

This ship is equipped with specially designed, compact, efficient machinery for producing the highest quality of vitamin retaining fish meal, particularly suitable and desirable for poultry and

(Continued on page 26)

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Boston Cod Catch Limitation Caused by Price Disparity

FOLLOWING the refusal of dealers to pay more than top summer ex-vessel ceiling prices on cod, the Boston Atlantic Fishermen's Union last month voted to curtail cod production to 100,000 pounds per trip in an effort to have fish buyers pay no less than top winter ceilings. Trips would normally run as high as 200,000 lbs. of cod.

The winter price is $8\frac{1}{2}c$ for large and $8c$ for markets, compared to the summer price of $6\frac{1}{2}c$ and $6c$. However, the dealers can get corresponding winter prices only on fresh sales, the frozen fillet prices being held to the Summer level. Added to this is the fact that the fillet yield at this time of year is only 33 percent compared to a normal 38 percent. In addition, there is no differential in prices for skin-off fillets, which of course entail greater production cost; and neither the Government nor the public wants the skin-on variety.

While OPA is reported to be considering a reduction in wholesale fish prices, processors point out that it is impossible to sell frozen fillets without loss even at the present schedules.

Although previously established higher prices for fresh fish went into effect for the winter season, OPA refused to permit the normal increase in frozen fillet prices this Winter on the grounds that frozen fish were not needed, with existing large cold storage holdings. OPA expects the dealers to sell the fish in fresh form, but there is a limit to what the fresh fish market will absorb, particularly when such a large portion of the catch ordinarily has been frozen. Furthermore, virtually all of the production of pollock, for example, has been sold in filleted frozen form. Since there is a sizable percentage of pollock in most groundfish catches, the dealer has to buy it, but after processing it, takes a loss of from 3 to 5c per lb.

Even after taking a loss because of out-of-line fresh prices, the New England industry cannot compete with Canadian and Newfoundland skin-off fillets, without losing $2\frac{1}{2}$ to 3c per pound. As a result, an increasing part of mid-western market demand is being filled by foreign production, which is now superior in quality to ours. We have to compete with their natural advantage of being nearer the major fishing grounds at a time when our quality has suffered by longer trips and less careful handling on boats, because of the absence of any incentive in price regulations for quality.

Various factors in the industry believe that the only cure for the numerous abnormal situations in the business is the elimination of price ceilings.

The paradoxical situation of how OPA regulations act as a floor as well as a ceiling is explained by the fact that the catch is limited by fishermen in order to get the maximum price. If there were no ceilings, production would increase, and average prices would not rise. Lower prices would prevail in times of abundance, thus making it possible to market more fish in competition with other foods. When production dropped because of the elements, higher prices would be paid. At all times there would be a price incentive for landing quality fish which would help to create satisfied consumers. In the long run the law of supply and demand would equalize present inequities, and both fishermen and processors would be able to enjoy prosperous operation, and the consumer would receive reasonably priced products.

Four Trawlers Change Ownership

James S. Munro of East Boston has purchased, and is now operating the 400-ton, 140 ft. *Sea* and the 300 ton, 135 ft. *Comber, Spray and Ripple*, steam trawlers formerly owned by General Seafoods Corp.; and the *Belmont*, formerly owned by Usen Trawling Co., which was originally the *Hekla*.

Three Returned General Seafoods Trawlers Readied

The three General Seafoods Diesel trawlers *Tide, Ocean*, and *Gale*, which were recently returned by the Navy, will be ready for fishing in January, and are being equipped with new RCA model 8707X direction finders and ET8012-D 75-watt radio telephones.

Abbott Takes "Shamrock"

Capt. James Abbott, formerly skipper of the Boston dory trawler *Lark*, will now be in command of the Boston dragger *Shamrock*.



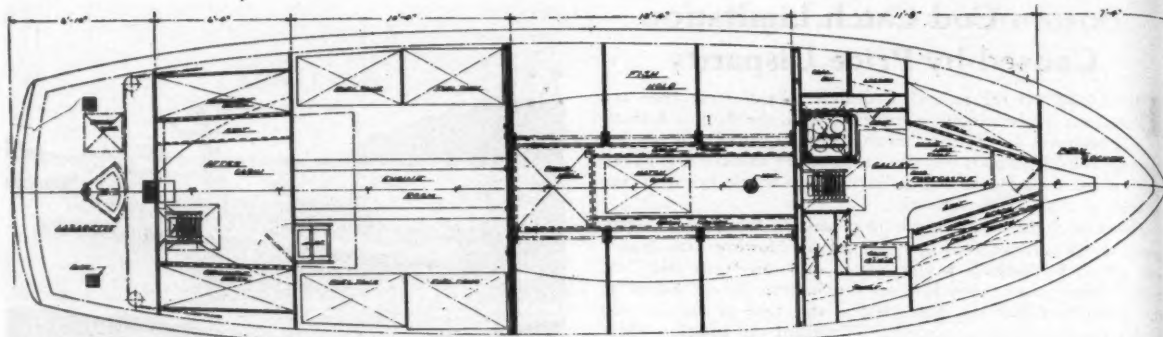
Chatham Oysters

Chatham, Mass., is noted for its fine oysters and scallops. The annual harvest of oysters averages around 14,000 bushels.

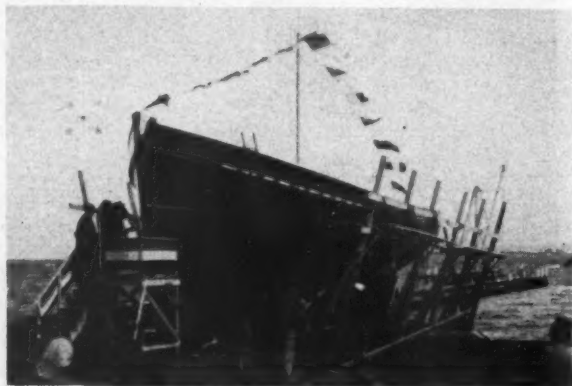
The top picture shows an oysterman using his tongs. Holding the handles wide apart, thus opening the jaws of the tongs, he lowers the tongs to the river bed. He then brings the handles together, closing the jaws, and lifts the catch to the deck of the scow which is anchored fore and aft by sticking lengths of iron pipe into the river bed.

In the center picture oysterman Roscoe Gould has a good tongs full of oysters coming aboard.

The lower picture, taken along the shore of the oyster pond river, shows oystermen at work on their scows, anchored outside their shacks, culling the harvest. In severe winter weather they do this work inside the shacks.



Below deck arrangement plan of the 56' "Christine and Dan", designed by Albert E. Condon.



The "Christine and Dan" just before launching at Wharton Ship Yard, Jamestown, Rhode Island. She is owned by Capt. Bjirne Larsen of Vineyard Haven, Mass.

New Bedford Fish to Reach New Markets by Plane

FRESH fish from New Bedford will reach new markets throughout the midwest via American Airlines' new airfreight service, according to Frank J. Beach, New England cargo superintendent for the airline. Announcing that airfreight engineers are working on a special shipping method for New Bedford fish, Mr. Beach said great untouched markets for seafood exist in the heavily populated cities of the midwest and these markets soon will be opened up by the newly inaugurated airfreight service.

A new era of merchandising has been launched, according to the airline official, who said that the airline intends to ship just the filleted portions of fish.

Experimental shipments of Maine lobsters already have been made via airfreight to the west coast, where restaurants are waiting until the task of transporting essential war materials is completed and additional equipment becomes available for the transportation of lobsters in wholesale lots.

Mr. Beach added that there is still some work to be done on the method of packing before a sizable tonnage of fresh fish can be marketed in the midwest, although up to the present time a great deal of progress has been made.

Scallop Supply Inquiry Suggested

With the object in view of preserving the scallop fishery in New Bedford area waters, a resolution has been filed proposing that the matter be referred to the City Council Shellfish Committee for an investigation and recommendation that suitable action be taken.

The resolution states that the present scarcity of scallops can be attributed to the elements, particularly to the recent hurricane. Attention is directed to the fact that the State Division of Marine Fisheries often moves seed scallops from one area to another.

Dragger "Christine and Dan" A Husky 56-Footer

THE dragger *Christine & Dan*, built for Capt. Bjirne Larsen of Vineyard Haven, Mass., was launched by Wharton Ship Yard of Jamestown, R. I., on November 18. Designed by Albert E. Condon of Fairhaven, Mass., the new vessel has an overall length of 55'11", beam of 15'3" and a draft of 7'.

While bulky for her length, the boat has good lines and should drive easily at a speed of 11 or 12 knots. She has a semi-circular transom stern, very good sheer and a moderately flared bow. She will be ketch rigged and will have gallow frames on the starboard side.

The vessel is of heavy construction throughout having 1 3/4" 3 1/2" double steam bent oak frames, 2" fir planking and decking, 1 1/2" fir ceiling, 8 x 14" oak keel, and deck beams that are sided 3 1/2" and moulded 5". The interior of the deck house and the cabin and fo'c's'le are finished in Weldwood plywood. The vessel is painted with Pettit paints.

The fo'c's'le is compactly arranged with all facilities, and is fitted with four bunks and a Shipmate range. The after cabin contains two bunks, and its companionway in the after end of the deck house.

There is a sizable amount of stowage space in the peak locker, as well as in the lazarette which is fitted with a hatch.

The fish hold, which is 13' in length, is fitted with a single hatch, drain troughs, and pump well, and has three pens on either side. It has a capacity of 50,000 lbs.

The *Christine and Dan* is powered with a model HMRS 602.5 supercharged Cummins Diesel, rated 130 hp. at 1500 rpm. It is equipped with a Detroit Gear Division Borg-Warner Corp. 2.5:1 reverse and reduction gear, and Twin Disc front power take-off for operating the winch. Other accessories include a Kraissl salt water strainer, Reliance tachometer and Burgen 3 1/2" exhaust snubber.

The engine swings a 40 x 23, three blade right hand Columbian propeller on a 3" bronze shaft, fitted with Columbian stern bearing and stuffing box. The engine room is 10'4" in length.

In addition to the engine equipment, Cummins Diesel Engines of New England, Inc. also furnished a water cooled bronze deck plate and a 3" diameter removable bronze rudder post with brackets bolted to the keel.

Marine hardware and steering gear were furnished by Wilcox Crittenden Co. The vessel has a 150 gpm. Marine Products bilge pump, Hathaway winch, and 30-volt Surrette batteries with marine type lugs. The vessel is expected to be ready for fishing by January 1.

"Whaler" is Repowered

The 81' dragger *Whaler*, owned by John J. Gobell has been repowered with a new 250 hp. Atlas Diesel and fitted with a 60 x 38 Columbian propeller and 5 1/2" bronze shaft at the Casey Boatyard, Fairhaven.

Stonington, Conn.

The Gloucester dragger *J. B. Jr.*, is fishing from Longo's dock and the *Rosemarie V.* is fishing from Bindloss' dock, Stonington, Conn.

Alfred Robello's new 58' boat *America*, built by West Haven Shipyard, was launched recently.

Gloucester Mackerel Fleet Shows Catch Increase

DESPITE enforced trip limitations, because of lack of freezer space, 1944 mackerel production of the seiner fleet totalled 51,101,000 pounds in 1291 trips, which represents an increase of 25 per cent over 1943 production. The mackerel were landed by a fleet of 53 seiners, 28 of which had over a million pounds each. May, 1944 production was the largest for any one month, with 10,155,000 pounds landed in 197 trips. Of the total mackerel yield, Gloucester took 729 trips with 29,173,000 pounds; Boston, 342 trips, 14,371,000 lbs.; New Bedford, 148 trips, 5,750,000 lbs.; Cape May, N. J., 39 trips, 1,004,000 lbs.; Provincetown, 30 trips, 648,000 lbs.; and New York City, 3 trips, 155,000 lbs.

The high line mackerel producer was the *Santa Maria*, Cpts. Peter Mercurio and Peter Guarrasi, which weighed out 2,738,940 lbs. in 55 trips, with a gross stock of \$144,848.58. Each crew member received a gross share of \$6,147.40 for his seven months' labor.

"Florence Magann" to Go Halibuting

The 78' yacht *Florence Magann*, following service in the Coast Guard, has been purchased by Capt. Byron L. Parsons of Malden, old-time fisherman out of Gloucester. He is fitting out for halibuting, and will re-name her *Semper Paratus*.

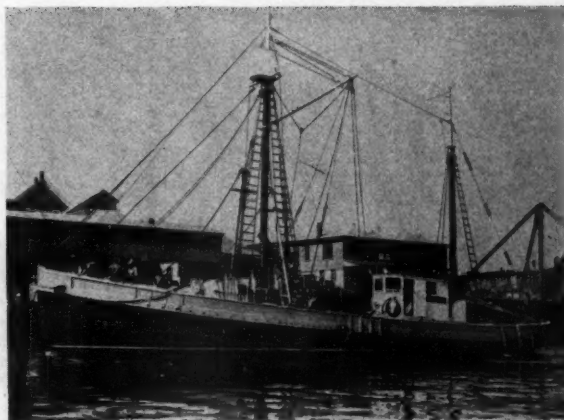
Leave for South

The *Uncle Guy* and *Paolina* left recently to spend the Winter fishing out of Norfolk, Va. Already in the South for the Winter is the dragger *Jorgina Silveira*, Capt. Manuel Silveira. She has made several good trips out of Norfolk.

Suffer Damage in Gale

Four fishing draggers were damaged in Gloucester during the estimated 65 to 70-mile-an-hour gale which whipped the waterfront on November 30th, while some damage was done during the abnormally high tide to waterfront structures.

The 40' dragger *Mary E.*, owned by Thomas Rogers and Edward Gleason of Gloucester was set adrift and piled up on rocks. The 60' draggers *Rosie C.*, Capt. Spinale, and the *Anna Guarino*, Capt. Vincent Guarino, both docked at the Empire Fish



The 85' "Santa Maria", Cpts. Peter Mercurio and Peter Guarrasi, which is high-line Gloucester mackerel seiner of this year. She is powered with a 200 hp. Fairbanks-Morse Diesel.

Company wharf, were slightly damaged, as was the dragger *Mayflower*, Capt. Dominic Longo, at the Gorton-Pew wharf.

Dory Trawler "Lark" Rams Barge

The 115' Boston dory trawler *Lark*, with Capt. John Asper in command, recently rammed bow-on into the stern of a barge just inside the Dog Bar breakwater in Gloucester, completely smashing off the stem of the trawler from the waterline up. The force of the collision started the planking on the port side forward. Fortunately the vessel's engine was only idling at the time.

Two Boats Change Hands

The dragger *Cheague* has been sold by Joe Codinha to Capt. Anthony Frontiero. The *Elizabeth A.* has been sold by Capt. Vito Lochirco to United Seafoods Corp. and will be skippered by Capt. George Goodwin.

First Trips

The new dragger *St. Christopher*, Capt. Phil Fileto, landed her maiden trip of 155,000 pounds on December 4, and the *Holy Family*, Capt. Matt Mocer, landed a maiden trip of 60,000 lbs. on December 11.

To Fish Out of Gloucester

The *Rita B.*, Capt. Cecil Moulton, and the *Lereitha*, Capt. Dick Sparrow, which have been fishing out of New Bedford, will now fish out of Gloucester.

Robinson Launches "Joseph S. Mattos"

The *Joseph S. Mattos* was launched December 2 by W. A. Robinson, Inc., Shipyard, Ipswich, Mass., for Capt. Albino M. Pereira. She was sponsored by his daughter 3/c WAVE Avelina M. Pereira, and will be commanded by his son, Capt. Antonio M. Pereira. The vessel was named in honor of the owner's father-in-law, who is 83 years old, and for whom the vessel was made 83'5" in length to represent the number of years and months in his age. The vessel will be powered with a 240 hp. Fairbanks-Morse Diesel.

1944 Trips and Catch of Mackerel Seiners

Santa Maria (55)	2,765,000	Antonina (28)	1,073,000
Mary W. (47)	2,352,000	Casco (24)	907,000
Rose Marie (48)	2,304,000	Famiglia (17)	604,000
Natale III (42)	2,266,000	Jackie B. (Gloucester) (19)	599,000
Rosie & Gracie (41)	2,011,000	North (25)	490,000
America (37)	1,815,000	General MacArthur (11)	484,000
Rose & Lucy (33)	1,775,000	Poseidon (25)	467,000
Alden (40)	1,657,000	Naomi Bruce III (14)	423,000
Carlo & Vence (35)	1,656,000	Falcon (25)	411,000
Frank F. Grinnell (34)	1,646,000	Madeline (19)	274,000
Saint Ann (37)	1,603,000	Salvatore (20)	254,000
Linta (37)	1,597,000	Roma II (20)	238,000
Angie & Florence (38)	1,585,000	Lucretia (11)	170,000
Capt. Drum (38)	1,565,000	Sarah M. (14)	157,000
Serafina N. (33)	1,558,000	Monhegan (10)	92,000
St. Teresa (37)	1,490,000	Eleanor (3)	83,000
Frankie & Rose (37)	1,486,000	Jackie B. (Maine) (5)	50,000
Gloucester (28)	1,478,000	Santo Padre (4)	47,000
Serafina II (30)	1,418,000	Natalie B. (2)	45,000
Jennie & Julia (39)	1,406,000	Carol Mae (6)	36,000
North Star (33)	1,401,000	Bess Queen (1)	10,000
Three Sisters (37)	1,373,000	Phyllis L. (1)	9,000
Bethulia (33)	1,355,000	Katherine (1)	3,000
Superior (26)	1,223,000	Nova Antonio (1)	4,000
American Eagle (30)	1,150,000	Alicia (1)	3,000
Beatrice & Rose (33)	1,133,000	Ellen Jean (1)	3,000
Gertrude DeCosta (25)	1,095,000		



At the recent launching of the 93' dragger "Thomas J. Carroll" at W. A. Robinson Shipyard, Ipswich, Mass. Left to right: Joaquim E. Codinha, Jr., of the American Fillet Co., Gloucester, owner of the vessel; Thomas J. Carroll, president of Gorton-Pew Fisheries, for whom the vessel was named; and Mrs. Codinha, sponsor. The vessel will be powered with a 260 hp. Cooper-Bessemer Diesel and will be skippered by Capt. Joseph Lopes Catulo, Jr.



The new 85' dragger "Fairhaven", ready to sail for her homeport of New Bedford following recent completion by Bristol Yacht Building Co., South Bristol, Me. Inset, her owner, Capt. J. W. Murphy of Fairhaven, Mass.; and right, stern view of the vessel following launching.

85 Ft. Dragger "Fairhaven" Has Good Lay-out

REPORTED to be one of the fastest draggers out of New Bedford, the new 85' *Fairhaven* owned by Capt. J. W. Murphy started her fishing career this month. On her trial run following completion in November by Bristol Yacht Building Co., of South Bristol, Maine, the vessel clocked a speed of over 10 knots.

The new dragger is similar to the 79' *Pelican*, designed by Albert E. Condon, and built by the yard early this year. The *Fairhaven* has four extra frames amidships and various refinements in layout, developed by the yard in co-operation with the owner. Her fish hold capacity is 125,000 pounds.

The vessel is well finished and solidly constructed, having double 7 x 4" bolted sawn oak frames spaced on 18" centers, 2 1/4" oak planking and 3" pine decking. The outside of the deckhouse is sheathed with 3/4" Weldwood plywood, while the interior of the deckhouse and the cabin and fo'c's'le are finished in cypress.

The deckhouse is equipped with a half bridge, and contains a commodious stateroom with complete facilities for the captain. Navigating equipment comprises a Kelvin-White compass, Bludworth direction finder, Submarine Signal Co. Fathometer, a 100 watt radio telephone, and Edson bulkhead type steering installation, with reduction gear and cable leads extending to a 30'

quadrant. The pilot house is elevated considerably to give clear vision over the whaleback.

The fo'c's'le contains 8 bunks and ample locker space. The dresser extends across the bulkhead, and an oil-fired Shipmate range is located on the starboard side. Oil for the range is carried in a 100 gallon tank fitted in place of the coal locker. In the forepeak there is a locker for rubber boots, while under the floor is located the 700-gallon galvanized fresh water tank.

The engine room, which contains a toilet, is laid out with ample space for accessibility to machinery. All piping is concealed, and waterproof wiring is used throughout the vessel.

The cabin is equipped with two bunks, and its companionway has a double door and is fitted with drop slides extending 18" up from the bottom.

The *Fairhaven* is powered with a fresh water cooled, 8 cylinder 9 x 12 Superior Diesel rated 240 hp. at 400 rpm., furnished by Walter H. Moreton Corp. A 56 x 34 Columbian propeller swings on a 5 1/2" bronze shaft with Hathaway stern bearing.

The auxiliary set is a Model EHS1110 Deseco Lister-Blackstone 8 hp. unit operating a 5 kw., 110 volt Imperial generator and V-belt connected through Kinney clutches to a Curtis air compressor and Goulds pump.

A Hathaway winch is operated off the main engine through a Kinney clutch. Batteries are 110 volt Surrette, fish hoist is a 5 hp. New England model, portable fire extinguishers are of C-O-Two make, and the vessel is painted with International paints.

Factory Ship for Producing Fillets

(Continued from page 22)

animal feeding, prepared from absolutely fresh ingredients. The fish oil would be of high quality and clarity and if produced predominantly from a yield of ground fish would contain a high vitamin content since the fish livers are included in the processed materials.

The systems of automatic conveyors throughout the ship and the continuous processing equipment permit operation with a minimum of handling.

The ship has accommodations for 83 crew members, and would probably carry a regular crew of 77, which would include the following: captain, first, second and third mates, chief engineer and three assistants, two radiomen, one factory manager, two cooks, six winch and factory machine operators, sixteen packers and stowers, six freezer men, twelve factory workers, six oilers and a fishing crew of sixteen. Space would also be available for two in the owner's stateroom and there would be a spare stateroom.

The quarters are located in the raised deck forward, in the tween deck aft of the engine room, in the after peak, as well as in the upper deckhouse. On the top deck, over the upper deckhouse is located the wheelhouse and radio room. The galley is located on the main deck.

In determining the size of the crew provision was made for

an eight hour per day shift for workers engaged in processing and packing work, and 12 hours per day in either one or two shifts for fishermen and ship operators.

The fish, when brought aboard, are sorted into deck pens, and those desired for filleting and steaking are scaled and eviscerated on deck. They then are deposited through deck plate hatches into an insulated and refrigerated hopper, with 40,000 lbs. capacity, which would be sufficiently large to accumulate excessively large catches.

From this hopper the fish are delivered directly to the cutting bench located thwartships in the tween deck processing section, where the fillets and steaks are cut, washed, weighed, packed, wrapped and frozen. There would be a supply of distilled fresh water for final fish washing.

Freezing is done with pans in direct contact with a brine system. The packages of frozen fish, ready for ultimate consumption, are packed in cartons and conveyed directly into the cold storage hold.

The fish scrap and the livers are automatically conveyed forward to the by-product department, where together with the trash fish it is processed and reduced to fish meal and fish oil.

In this operation, the material first goes to a cooker, then is ground and separated under pressure, after which the oil is drawn off and the remaining liquid containing solid matter is drained off and run through a new type patented roller dryer system.

Virginia Makes Changes in Fishing Regulations

THE Virginia Fisheries Commission has approved dredging for oysters in Chesapeake Bay in waters less than 30 feet in depth between Windmill and Smith's Point, extending east and west across the bay, for the period December 1, 1944, to February 1, 1945. The size of scrapes is limited to 125 pounds, and only one scrape may be used per boat.

Under several changes made at the last session of the Virginia general assembly, it is unlawful to take, catch or have in one's possession any sturgeon less than 5 feet in length; or any rock fish of less than 12 inches in length.

Each person catching blue crabs by means of a device made of wire or thread nets and known as a crab pot, will be required to pay \$10.50 each calendar year for 50 such pots or any lesser number; provided that no person shall employ more than 50 pots or obtain more than one license, but any person holding a patent trot line license may fish 50 pots without obtaining a pot license. Further, any person holding a pot license may fish patent trot lines without obtaining a patent trot line license.

It is provided also that after January 1, 1945, no such pot or device shall be used which is made of wire or thread of a size less than one and one-half inches.

The Commission may regulate or prohibit the use of crab pots on the eastern or ocean side of Accomack and Northampton counties and inside of the headlands of the creeks on the Chesapeake or western side of the counties.

Anticipate No Re-employment Problems

A report of the fishing committee of the Virginia Postwar Employment Committee indicates that the fishing industry anticipates no re-employment problems after the war.

L. M. Walker, Jr., State Commissioner of Agriculture, said it is believed the fishing industry can use every returning veteran who followed the industry prior to induction.

R. L. Haynie of Reedville, who is actively engaged in the fishing industry, reported to the committee that he has had difficulty in finding enough employees during the war to operate on a reduced scale. He said that the workers follow fishing about 80 per cent of the year, and are engaged in oyster catching the balance of the year.

Dredging Starts Off Well

Dredging in Tangier and Pocomoke Sounds below the Virginia-Maryland line started off well this season, which began in earnest about November 15. From the beginning oysters brought \$2.65 a bushel, and the price is gradually going up as the holidays approach. At this price dredgers in both sounds are making from \$50.00 to \$125.00 a day.

Seven hand-dredgers are working the rocks in Pocomoke Sound. The oysters are fat, shucking about 8 pints to the bushel, and consequently are bringing higher prices, about 15c more per bushel than the oysters caught in Tangier Sound.

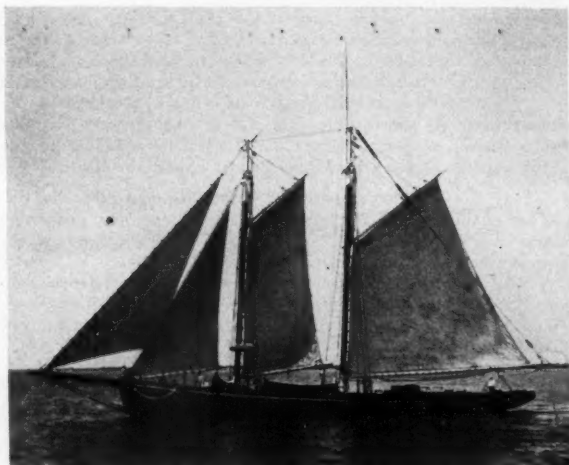
In Tangier Sound, the hand-dredgers are not doing so well. Most of them are working on Hurleys, a rock just south of the Virginia line. According to reports they are averaging about 20 bushels a day. The crank dredgers on the deep-water rocks farther to the south, Foxes, California, and Johnsons, are dredging from 40 to 75 bushels a day.

The Tangier dredging fleet in both sounds numbers 14, but owing to the news of big catches in Tangier and Pocomoke Sounds, this number is expected to swell to 40 or more before the holidays.

The watermen of Saxis Island are enjoying the greatest era of prosperity they have ever experienced. Among the oyster shucking houses in operation on the Island are the following: Harvey Drew, Moody Miles & Co., Rhodes Bros., and Bundick Bros. Planting of oysters has been engaged in by the Island people for several years, and this year they have had their best season. A large number of boats are catching oysters on the natural grounds.

Buy-boats Run Oysters

Four Tangier buy-boats are running oysters from Tangier and Pocomoke Sounds. Capt. Ira Eskredge buys 200 to 300 bushels a day for the Crisfield markets. The other boats run their oysters to Washington and Baltimore, where they retail them for as much as \$6.00 a bushel.



The schooner "Dolphin", lost a year ago, was operated by Warren Fish Company, Inc., Pensacola, Florida. She is typical of the vessels used in the red snapper fisheries.

Ends Season with Surprise Catch

Capt. Joshua Pruitt, the oldest of the Tangier pound fishermen, took up the last of his traps recently. For three successive days he had fished them without catching a scale, but when he was webbing them up for the last time he had \$60.00 worth of trout.

Norfolk Area Landings

Norfolk area landings during November totalled 792,000 lbs., 279,000 lbs. less than October, and 41,000 lbs. less than landings of November, 1943. Croakers were the leading variety with 377,000 lbs., followed by gray sea trout with 216,000 lbs., and sea bass with 85,000 lbs. Small amounts of butterfish, spot, scup, flounder, fluke and squid accounted for the remainder of the catch.

Two Vessels Being Repowered

The menhaden steamer *Henry W. Conant*, owned by McNeal Co., Reedville, Va., is being converted to Diesel power. She will be equipped with a 6 cylinder, 540 hp. Model 37F12 Fairbanks-Morse engine, and is expected to be in operation by spring.

A 4 cylinder, 160 hp. Model 35 F10 Fairbanks-Morse Diesel is being installed in the *Isaac Fass*, owned by Isaac Fass, Inc., Portsmouth.

Florida Refuses To Change General Mullet Season

ALTHOUGH the Florida State Board of Conservation recently gave permission to Lee County fishermen to continue to catch mullet during the first twenty days of the closed mullet season, which begins on December 1 and ends January 20, it has refused to take similar action for dealers and producers whose field of operation runs from Tarpon Springs south.

The wholesalers and fishermen of this section were represented at a hearing in Tallahassee on November 22, by a delegation who maintained that their production was sliced from 50 to 80% by the October hurricane. They declared that the storm had driven mullet out of the more southerly Gulf waters to areas farther north, and said further that they considered the Board's action to be discriminatory.

The Conservation Board stated, however, that the Lee County decision was a temporary relaxation granted solely to make it possible to supply enough mullet to the Frank S. Reed dehydrating plant at Ft. Myers, to fill an urgent Lend-Lease order from the British War Office.

Sentiment against the closed season for mullet has been building up every year among commercial fishing interests because

it is enforceable only in certain Florida counties, and due to local enactments is not in effect in a number of other counties.

Governor Spessard L. Holland made the suggestion that fishermen in restricted localities might catch other fish than mullet or cast their nets in unrestricted waters, but in answer the producers declared that it requires different equipment to boat other species of fish. They added that it would run up too much expense if they took their boats to distant fields.

Ft. Pierce Shark Oil Plant Proposed

The establishment of a plant in Fort Pierce for processing shark liver oil is proposed by James M. Chaney, head of the Florida Shark Products Co.

Chaney said recently that he had engaged quarters at Taylor's Creek, and had laboratory equipment already on hand. He will operate a 52-foot fishing boat out of Riviera, and will haul the livers to Fort Pierce by truck for processing.

Borden to Add Three Boats

On the strength of the deepening of the St. Lucie channel, Shark Industries, Inc., Salerno, a division of the Borden Company, plans to add three large boats to its fleet.

Big Fish Catch in No Man's Land

Located in Florida's Cape Sable area below the famed Ten Thousand Islands and 75 miles from Miami, is the fishing community of Flamingo. It is located in the most inaccessible territory of the State, and is known as Florida's No Man's Land. It is connected with the outside world by a single road which is barely passable even in dry weather, and in wet seasons is used only by fish trucks, which are equipped with derricks to haul themselves out of the worst spots.

Although the settlement has a population of less than 100 persons, it produces more than 10,000,000 pounds of fish a year. Practically everybody fishes in Flamingo, and the community's male population is divided into crews of 3 or 4 men each. The principal specie caught is mullet, and there are two fish and ice houses which are operated by L. H. House and Stanley Roberts. The settlement of Flamingo has been wiped out completely twice in this century by hurricanes with winds ranging up to 200 miles an hour in velocity accompanied by tides that rose 14 feet above the highest land.

Shrimp House Destroyed by Fire

A shrimp house owned by Amelia Shrimp and Prawn Company of Mayport, Fla., was almost entirely destroyed by fire during the early part of November. The owners had leased the shrimp packing house to a shrimp operator from St. Augustine, and preparations had been made for opening the house when the fire occurred.

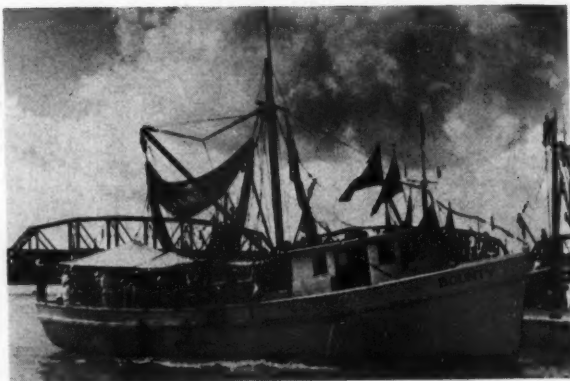
Louisiana Shrimp Run Continues Good

THE run of shrimp continued good during the month of November, and prospects remained bright for good fishing throughout the Winter months. Several good catches have been reported, and the following boats delivering to Patterson plants have been high-liners: *Mayflower*, Capt. Chris Dobard; *Warrior*, Capt. Jack Mock; and *Conquest*, Capt. Walker Lancaster; all owned by Versaggi Shrimp Co.; *Tradewind*, Capt. Frank Lila, owned by St. John's Shrimp Company; *Ray Showlin*, Capt. Rudolph Bailey; and *Capt. Manuel*, Capt. Walter Boynt; both owned by Patterson Shrimp Co.

High line boats unloading at Morgan City and Berwick plants included the *Mutiny*, Capt. Edmond Kiffe, owned by Trawling Co.; *Miss Abbeville*, Capt. Lloyd Mickler, owned by Pacetti Fish Co.; *Lieut. Allen F. Davis*, Capt. Harold Anderson, owned by G. L. Palmer Co.; *Teche*, Capt. Sidney Falgout; WAC, Capt. Robert Goodbread; and *Sister*, Capt. Jesse Gaspard; all owned by J. R. Hardee Co.; *Old Glory*, Capt. M. A. Yongue, owned by Morgan City Packing Co.; and *Lieut. G. O. Broussard*, Capt. T. B. Mock, owned by Mock and Lewis.

October Shrimp Production Up

Shrimp production in the Morgan City, Berwick and Patterson area during October totalled 12,634 barrels. For the same month last year production was 7,511 barrels. October, 1944 showed a big increase over September, when only 8,532 barrels were



The shrimp trawler "Bounty" owned by The Trawling Co., Berwick, La., fishes for Riverside Co. and is captained by Alphonse Lasseigne. She is equipped with a D13,000 Caterpillar Diesel and Linen Thread nets; and is painted with Pettit paint.

brought into port, but production for the year is still behind 1943.

During the first ten months of 1944, 54,637 barrels of fresh shrimp were handled in the area, as compared to 57,607 barrels in the first ten months of last year.

Shrimp Pack Running Ahead

Increased amounts of canned shrimp are going into civilian markets as a result of limited buying by the Government, which last year took 55 per cent of the pack. A number of packers are shifting more raw stock into tin and freezing less. For the season up to December 2, the shrimp pack of the entire industry totalled 364,683 cases compared to 362,916 at the same time a year ago. Last year the pack began to fall in late November and continued light for the 8 months balance of the season when only 65,000 cases were produced. Packers anticipate that this season's pack will exceed last year's by a large margin.

Oyster Production Shows Increase

Although the production of oysters now is about the same as it was fifty years ago, considering the Southern area as a whole, every State from North Carolina south shows a decline with the single exception of Louisiana. In contrast, that State produces four times as many oysters now as it did in the 1890's.

Practically all of the canned oysters produced in the United States are prepared in the Southern area. The city of Biloxi, Miss., is now the world center for the canning of oysters, a title once held by Baltimore, Md. In 1943 Mississippi packed 85,151 cases and Louisiana 79,614 cases, the remaining 50,090 cases coming from canneries in the States of North and South Carolina, Georgia, Florida and Alabama.

Normally some oysters are canned on the Pacific coast, but there was no canning in this area in 1943 for reasons connected with the war.

New Captain on "Robert Bruce"

Frank Green's place as captain on the *Robert Bruce*, owned by E. J. Pacetti, is now being filled by Wilbur Dinger. Green left this Fall to work out of St. Augustine, Fla., and is now skipper of the *Rowena Burgman*, a shrimper built for experimental purposes by the Burgman Tractor Company.

Guilbeau and Green Buy "Rosemary"

Frank Guilbeau and Donald Green recently purchased the *Rosemary* from J. R. Hardee, Jr. Green will continue as captain and the original crew will work with him.

British Fishing Fleet Depleted

DURING the war two-thirds of the deep-sea trawler fleet and nearly three-quarters of the steam-drifter fleet have been requisitioned for naval purposes, as well as many of the motor vessels engaged in inshore fishing. As a result, the average total landings of fish of British taking throughout the war have amounted to less than one-third of what they were in 1938.

Landings of wet fish of British taking for the last six years, in thousand cwts. are as follows: 1938, 20,907; 1939, 15,687; 1940, 6,268; 1941, 4,904; 1942, 6,091; 1943, 6,175.

First on the

EAST COAST

WEST COAST



WEST COAST
"CATHERINE PALADINI"
1932

EAST COAST
"BREEZE"
1929

... ALL AROUND THE WORLD!

On the East Coast, 1929 saw the first fishing vessel, the BREEZE equipped with a FATHOMETER.

On the West Coast, in 1932, the first FATHOMETER was installed on the fisherman CATHERINE PALADINI.

In the last 15 years entire fishing fleets, and since 1924 cargo vessels, passenger vessels and fighting ships, have installed FATHOMETERS, whose constant recording of the depths by electronic echo-sounding has sped them safely on their courses — "all around the world".

FATHOMETER

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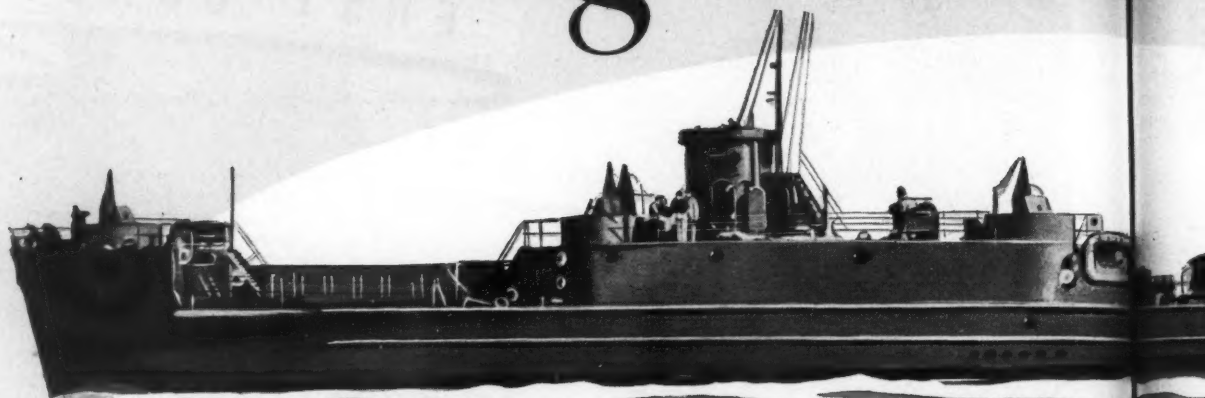
160 STATE STREET

Established 1901

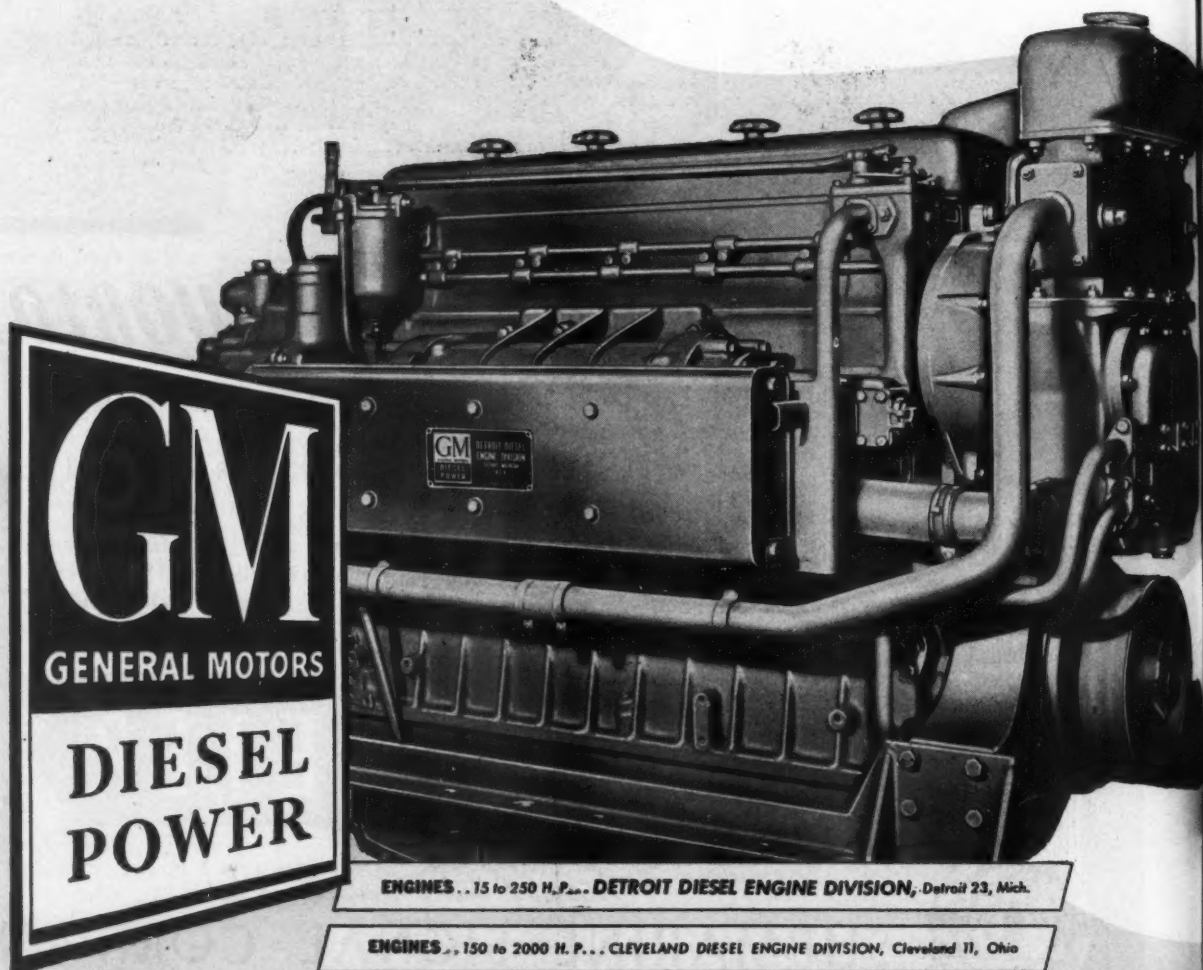
BOSTON 9, MASS.



Proving Their M



CI—powered with 2 Quads (8 General Motors 71 Marine Diesels).



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ENGINES... 15 to 250 H.P. . . DETROIT DIESEL ENGINE DIVISION, Detroit 23, Mich.

ENGINES... 150 to 2000 H. P. . . CLEVELAND DIESEL ENGINE DIVISION, Cleveland 11, Ohio

LOCOMOTIVES ELECTRO-MOTIVE DIVISION, La Grange, Ill.

r Merit

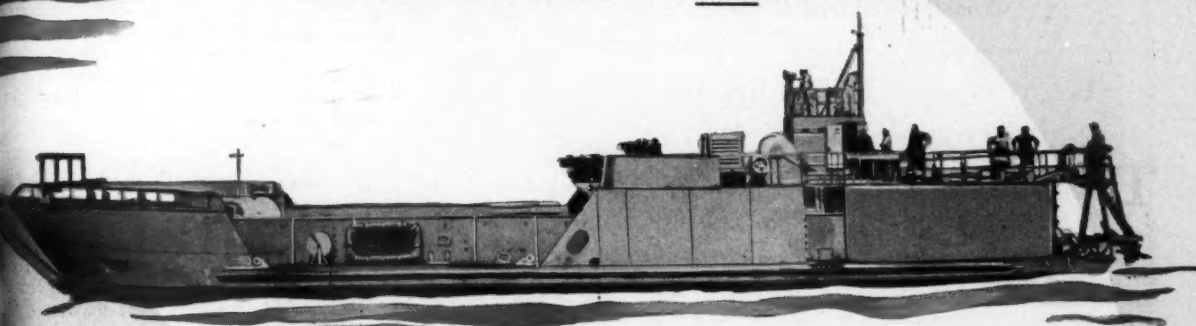
● These ships are building an enviable reputation.

They're the first to move in at every invasion. They shuttle steadfastly back and forth with supplies.

The heart of every one of these landing craft built today is the General Motors 71 Marine Diesel.

And in the work these engines are doing in war, there is convincing evidence of the dependable, economical service they will give boat-owners in the days of peace ahead.

KEEP AMERICA STRONG—BUY MORE WAR BONDS



LCT—powered with 3 General Motors 71 Marine Diesels.



LCM—powered with 2 General Motors 71 Marine Diesels.



LCVP—powered with 1 General Motors 71 Marine Diesel.

(U.S. NAVY OFFICIAL PHOTOGRAPHS)



The Army-Navy "E" for efficiency in war production flies proudly over the GM Diesel plant in Detroit.



Capt. Thurman Taylor as he begins his day's work at tonging oysters from the natural oyster rocks in the Pocomoke Sound, near Crisfield. He swings his anchor to the windward, so his craft will locate on the exact spot. He is using a Briddell-made grapnel (anchor).

Texas Oyster Rehabilitation Program Readied

THE new Texas oyster program, which has been of major concern to oystermen during 1944, is expected to get underway before January 1. The coming of cooler weather will make certain phases of the work more tenable.

The \$25,000 appropriation made early in the year has given the oyster rehabilitation plan the financial backing needed to carry on necessary experimental work.

The first part of the program will consist of transferring small oysters from selected reefs to locations in Aransas Bay. This work will be carried on under the direction of Gordon Gunter, marine biologist for the Commission.

"Nancymae" Makes Record Shrimp Catch

One of the largest shrimp catches ever reported on the Texas Gulf Coast was made in the Aransas Pass area early in November when Capt. C. Fitzgerald unloaded 15,000 pounds at the pier after a single trip on his trawler *Nancymae*. The catch was sold to the Western Shell Fish Company of Aransas Pass.

The *Nancymae*, 49'8" x 16' x 5'6", is owned and skippered by Capt. Fitzgerald, and this was the trawler's first trip of importance since undergoing a complete overhaul and being re-rigged.

The boat is powered with a new Caterpillar D8800 Diesel engine, equipped with 1.96:1 reduction gear and Twin Disc clutch, and a 36" x 30" Michigan propeller. A Stroudsburg hoist was installed last summer.

Shrimp catches during the latter part of November were small, and trips to the Gulf off Port Aransas were infrequent. Corpus Christi Bay shrimp brought low prices because of size. Rain and north winds stopped practically all shrimping as the month ended.

First Turtle Catch

Texas' first turtle catch made its appearance on the October report of the Game, Fish and Oyster Commission, which showed 273 pounds caught in Gulf Coast waters during the month.

The October shrimp catch was slightly lower than that for September. The September catch of 4,368,381 is believed to be the highest shrimp catch on record for a single month in Texas. October's catch was 4,314,978 pounds, the second highest catch on record.

The October catch of all marine products exceeded the preceding month by 40,106 pounds.

"Black Cat" Sold

The 28' x 9' x 3'6" trawler *Black Cat*, owned by Capt. Wilton Mowles, Aransas Pass, has been sold to Collins Fish & Oyster Company. The trawler is powered with a Buick "8", driving a 16" x 10" Columbian propeller.

Maryland Revives Harbor Project for Crisfield

SENATOR George L. Radcliffe recently added an amendment to the Rivers and Harbors Bill to provide for reopening the matter of building a small boat harbor in Crisfield, and Congressman David J. Ward did the same in the lower house of Congress. Plans some time ago were made for building a yacht basin. Watermen, however, who are engaged in oystering and crabbing, want a harbor built in a different location than the one previously proposed. They say that there is need for a safe anchorage place, where they can tie up without endangering their craft to storms. In the judgment of some of them, a much better location than the one proposed can be found.

It is probable that the U. S. Engineers office will hold a hearing shortly to determine just where the boat harbor or anchorage basin shall be built.

Good Dredging Season

The Maryland oyster dredging season opened on November 1st, and all connected with the oyster industry have had the best season ever. There have been enough oysters to supply the packing houses, but there is a shortage of packing labor. However, the dredge boats have been able to get crews.

Shucked oysters are selling in the Crisfield wholesale market at the following prices: standards, \$4.35; selects, \$4.85; and counts, \$5.35. The demand is greater than the supply.

Capt. Walter Catlin is one of the leading dredge boat Captains out of Crisfield. There are 5 out of Smiths Island and several from Deals Island and others up the bay.

A fleet of runboats are making trips to all points on the Chesapeake Bay and as far south as North Carolina, loading with oysters and bringing them to Crisfield. Trucks are bringing oysters from the Sinepuxent and Chincoteague Bays.

There are more "water-bushers" than ever before this season. "Water-bushers" are several shuckers who form a partnership, buy their own oysters, shuck them and divide the profit. Occasionally they hire a number of shuckers and pay them by the gallon. They sell their shucked stock to the packers.

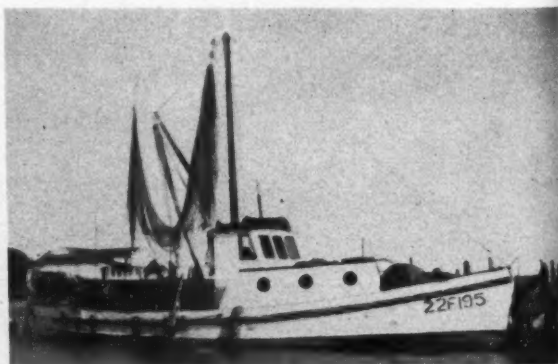
There are more tongers this year than usual. A good tonger can make \$100 a week, and more, if the weather is favorable. The weather this season, has been good, not too cold or windy.

Takes Oyster Grounds

Frank G. Thomas of Princess Anne, has taken up about 5 acres of oyster ground, located in Wicomico River in the waters of Somerset County. This section has been used by private planters for several years.

Christy Plant Nearing Completion

The new seafood plant of George A. Christy & Son of Crisfield, Clarence Christy, owner and manager, is nearing completion. It will be a modern and well equipped plant, and will have an ice manufacturing plant installed.

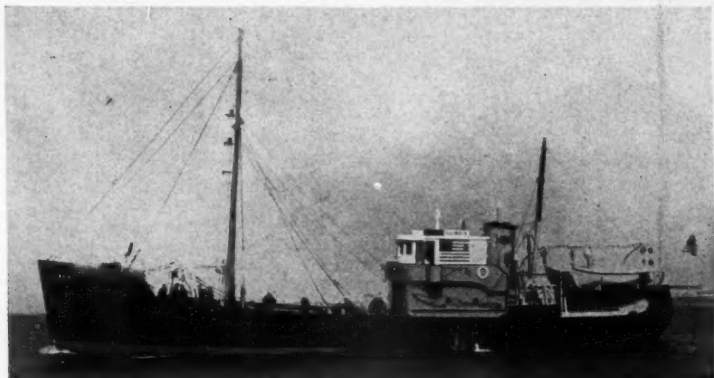


The 35'6" x 12' x 4' shrimp trawler recently purchased by Bill Beasley, Aransas Pass, Texas, from Capt. Toni Tamburin of Ingleside. She is powered with a 691 Gray gasoline engine with a 3.5:1 reduction gear and 26 x 20 Michigan propeller, and uses Linen Thread netting and Columbian rope.

EXCELLENCE IN FIGHTING SHIP OUTPUT

Points the Way to

BETTER POST-WAR FISHING VESSELS



TODAY Lawley's is operating full speed ahead on fighting ships for the Navy. The yard has maintained a steadily increasing production rate, as evidenced by its renewal awards of the Navy "E".

Before the war, Lawley excelled in building outstanding yachts and commercial vessels. Among them is the steel trawler "Maine", which has been a consistent high-liner, with remarkable performance.

The increased efficiency, better skill and improved materials now being employed on War work will enable Lawley's to produce still better fishing vessels when peace returns.

In planning your future trawler, consider Lawley's modern facilities, expert craftsmen and cooperative service. You can have confidence that Lawley will produce the finest in advanced trawler construction—a product that will successfully meet tomorrow's operating requirements.

BUY U. S. WAR BONDS

GEO. LAWLEY & SON CORP.

26 Ericsson Street

Neponset, Mass.

LAWLEY BUILDS SUCCESSFUL SHIPS

Joys Bros. Operate Century-Old Great Lakes Ship Chandlery

THERE are probably few ship chandlers on the Great Lakes who can trace their histories back one hundred years, without a lapse in such activities. That is the proud record of Joys Brothers Company, Milwaukee, dating back to the days when that city was a mere trading post, and sailing ships were the order of the day on the lakes.

It was in 1844 that the business of catering to the needs of commercial fishermen and other vessel operators was started. Ship building was a growing industry at Milwaukee in those days. The original firm was started under the name of G. D. Norris & Company, the lettering on the three story building showing that the firm specialized in the supplying of rope, tar, pitch and oakum. Many additional items of merchandise needed in the building and operation of boats were added from time to time, until this ship chandler became one of the most important firms of its kind on the west shore of Lake Michigan.



John E. Joys



Roger E. Joys

In later years the firm name was changed to Joys, Norris & Company, being operated under that name until 1885, when it became Joys Brothers & Company, the widow of the founder having withdrawn from the business in that year. The original member of the firm with the present name was A. M. Joys, born in Farsund, Norway, in 1835, who was joined by a brother, Capt. John Joys in 1875. In 1890, John Joys II joined the company as a clerk, becoming vice president upon the death of his father, and president following the death of his uncle, A. M. Joys, and continuing in the latter capacity until 1935.

In 1936, John E. Joys, son of John Joys II, took over the presidency of the company, which he holds at the present time. A brother, R. E. Joys, is now vice president, while Ralph A. Lunz, who joined the firm thirty-seven years ago, is secretary and treasurer.

The old account books of the company, dating back to the first years of activity, are still kept in the vaults, and they bring to light many current price comparisons which come as a surprise to the present generation. There has not been very much change in the kinds of products handled (except since Pearl Harbor), as the company's present line of supplies includes Wilcox-Crittenden marine hardware, Plymouth cordage, Roebling wire rope, canvas goods, sails, covers, Smith's and Valspar paints and similar items always in demand in a ship chandler's warehouse.

From the days when the members of the firm handled most of the business of the company personally, the number of employees has increased to more than one hundred and the floor space from a few hundred square feet to 36,000. The business of this company has now become nation-wide, instead of being confined to the Great Lakes area.

As in the case of most companies, after Pearl Harbor, the firm became very active in the manu-



Building occupied by Joys Bros. ship chandlery, Milwaukee, Wis.



The 45' x 12'6" x 4'6" steel tug "Maria" owned by Chris Hansen of Sandusky, Ohio. She is powered with a 6 cylinder Hill Diesel and has a separate 4 cylinder engine for operating the net lifter and deck pump. Fuel oil capacity is 350 gallons. Hansen has been in business 20 years and operates a fish market, and employs six men.

facture of a wide variety of products for the armed forces, including the imposing array of boat awnings and covers, tow-line hatch covers, lanyards, diving shoes, gun covers, camouflage covers, instrument covers and bags, balloon cloths, truck covers, squad tents, pontoon covers, canvas shower curtains for sterilization-bath units and many other items of canvas products which the company's plant was in position to supply efficiently and promptly.

For the part which Joys Brothers Company have taken and are still taking in helping our armed forces win the war, the Army Ordnance Award was bestowed upon the men and women workers of the firm, in recognition of exceptional achievement in the production of war material.

When peace comes and goods may again be manufactured for civilian use, Joys Brothers Company expect to quickly swing back into their regular production of the marine supplies.

Wisconsin To Hold Conference

A conference of Wisconsin, Minnesota and Michigan fisheries specialists will be held in Madison, Wis. soon under the auspices of the Wisconsin Conservation Department, according to Dr. Edward Schneberger, chief of the State Fisheries Division.

Policies and techniques in fish propagation and regulation are changing rapidly and fundamentally. Schneberger is planning a conference of the three states so that their leaders can compare notes on procedures and discuss mutual problems in the field.

Winter Seining Increases Illinois Catch

Under ice seining has added 1,500,000 to the commercial fish production of Illinois, according to Sam A. Parr, superintendent Fish Division, Department of Conservation. This method of fishing, conducted under the supervision of the Department was made possible through legislation enacted last year.

The total yearly production of fish in Illinois, with the exception of Lake Michigan, is 11,500,000 pounds. On the Illinois shore of Lake Michigan there are approximately 20 commercial fishermen who produce a total annual catch of approximately 2,000,000 lbs. Waukegan is considered one of the largest fishing ports on Lake Michigan.

Trout Leads Chicago Receipts

Receipts at the Chicago wholesale market during November were generally light to moderate with the exception of lake trout, which have been quite plentiful and have represented about one quarter of the fresh water supplies. Twenty-four varieties of fresh water fish were received, of which 12 varieties lake trout, lake herring, sheepshead, whitefish, blue pike, yellow perch, carp, suckers, yellow pike, chubs, buffalofish and bass heads accounted for over 90 per cent of the fresh receipts.

Henry Ponstein Dies

Henry Ponstein, 64, operator of a commercial fishing business and a commercial fisherman for many years out of Grand Haven, Mich., died on November 27.

SHIPMENTS HAVE BEEN RESUMED

for Essential Replacements and
New Boats Eligible for Priority

GRAY MARINE MOTORS GASOLINE DIESEL



Awarded
Four Times



Above: a Graymarine Diesel being installed in an unidentified boat at a New Guinea base, to replace another Gray after battle service. After repair, the engine that has been removed goes in a replacement "bank."

These models are available for current
shipment on commercial priorities:

Graymarine Gasoline Engines

Model Four-52—162 cu. in.

Model Six-77 —226 cu. in.

Model Six-121—330 cu. in.

These engines are in production on government contracts.
Material on hand. Drive ratios 1:1, 2:1, 3:1.

Graymarine Diesels

5 sizes—1 to 6 cylinder models
25 to 165 h.p.

Material on hand for standard models with drive ratios 1:1,
1.5:1, 2:1 3:1 and 4.4:1. Extra equipment scheduled.

Gray Distributors have full information. Prices . . . have not increased.

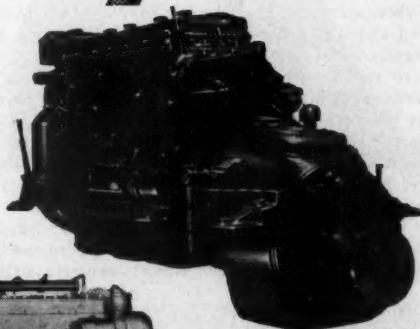
GRAY MARINE MOTOR COMPANY

700 CANTON AVENUE, DETROIT 7, MICHIGAN

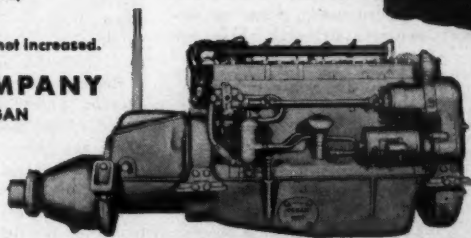
Power Take-off for Fishboat Installations

May be mounted on the front end of Gray-
marine Diesels, built integral on the 3, 4 and
6 cyl. models only. Useful in any commer-
cial service. Shipping dates on schedule.

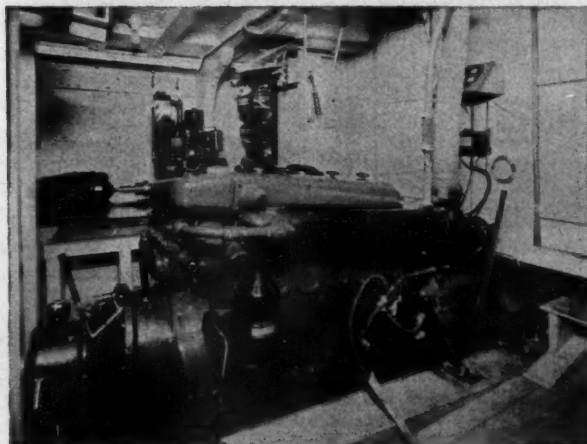
Right: 6-cylinder Gray-
marine Diesel, work-
boat style. This is the
"Series 71" General
Motors 2-cycle Diesel
Engine, adapted and
equipped for marine
propulsion by Gray.



Left: Model Six-121 gas-
oline engine, for heavy
duty, with 3:1 reduction
gear. Widely used in
commercial work boats
and fishing vessels.



Graymarine Engines,
both gasoline and
Diesel, are now being
shipped to boat yards
for installation in essen-
tial boats. Send for full
information and free
catalog.





35' lobster boat owned by Capt. Morris Young, McKinley, Me. She is powered with a 110 hp. Chrysler Crown engine with 2:1 reduction gear.

Maine Shad Fisheries Making Comeback

ONE of the oldest branches of the Maine fisheries is making a sensational comeback. Almost a half million pounds of shad were caught in gill nets during August and September by fishermen in Hancock, Knox and Cumberland Counties. The comeback of this fishery is reflected in the fact that since 1939 the annual catch figures have jumped from 9,000 lbs. to the present total of approximately 500,000 lbs.

The increase over the six year period does not necessarily mean that the fish are in greater abundance than former years. Fishermen report that the fish have been off Mount Desert Rock and Casco Bay for the past twenty-five years, but that a slack market depressed the fishery.

In this comeback the shad is not returning to the former river spawning grounds of the State, but is being caught at sea. At the turn of the century the Maine shad industry flourished during spawning time when the fish returned to the rivers and streams of the coast. Gradually this fishery dropped off until the fish were almost extinct in the Kennebec, Penobscot and the rivers of Washington County.

The shad now being caught are "spent" fish, or those which have spawned during the spring. This situation poses an unanswered question to the fishery experts; although these fish



The 60' x 16' x 7' dragger "Sea Fox", recently built by Southwest Boat Corp., Southwest Harbor, Me., for Capt. Manuel Zora Nascimento, of Provincetown, Mass. The boat is powered with a Model DCMR 1879, 171 hp. Buda Diesel, fitted with fresh water cooling and 2:1 reduction gear. She is painted with Pettit paints and equipped with 48 x 32 Columbian propeller, Maxim silencer, Kelvin-White compass, Hathaway winch, Linen Thread nets, Exide batteries, Plymouth cordage, Paulsen-Webber wire rope and Fairbanks-Morse 32 volt air-cooled gas auxiliary engine.

are off the Maine coast shortly after the spawning season it is not known where they spawn. Recent records show that they are not coming into Maine rivers as they did a half century ago.

Record Sardine Pack

Approximately final figures on the Maine sardine pack the first of this month showed that it has reached the 1941 record of 3,100,000 cases. An unexpected run of sardines during November permitted production of more than 130,000 cases during the two weeks ending November 20.

While packing has slowed down in Eastport, it is proceeding at capacity in the Jonesport area where the catch is apparently undiminished.

Fishermen Hit by Storm

A loss of well over \$500,000 was suffered by Maine's lobstermen alone in the storm which lashed New England on December 1. Illustrative of the lobstermen's plight were Cape Elizabeth's approximately 150 lobstermen, who weren't expected to salvage a single trap, so fierce was the storm's fury off their Casco Bay fishing grounds.

The 62' dragger *Nancy*, owned by Raymond Dow of Rockland dragged her mooring during the storm, and the waves carried her up over a granite seawall, breaking off her stern and then breaking the vessel in two. Almost all her planking was stripped off and some of her ribs were broken.

Sixteen draggers, some of them from Boston, on their way to the banks, fled the storm and put in at Boothbay Harbor.

Three More Packers Get "A" Award

Three more sardine canning companies, the Seaboard Packing Co. of Lubec and Robbinston, the Holmes Packing Co. of Eastport and the Machiasport Canning Co. of Eastport have received the "A" production award of the War Food Administration.

Morse Launches Big Dragger

The 101' *Virginia* was launched by Morse Boatbuilding Co., Thomaston, for John Dallett of New York City on November 28. She will be powered by a 300 hp. Union Diesel.

Caterpillar Sales by H. O. Penn

RECENT Caterpillar Diesel sales by H. O. Penn Machinery Co., of 140th St. and East River, New York City, include those in the following new boats: a D17000 Model in the 60 ft. *Victory II*, owned by Capt. M. M. Macara, Provincetown, Mass., built by Reid Shipyard, Stamford, Conn.; a D13000 in the 60 ft. *Yankee*, owned by Capt. Arthur Duarte, Provincetown, Mass., built by Stamford Marine Construction Co., and a D13000 in the *Jan & Mary*, owned by Charles A. Walker, Southampton, L. I., built by Stonington Boat Works.

Replacement engine sales include a D17000 model in the *J. Martin*, owned by Capt. Donald McClelland, Bayhead, N. J.; and D13000 models in the *Florence Z.*, owned by Dick Zegel, West Sayville, L. I.; the *Daisy*, owned by Angelo Bosa, Brooklyn, N. Y.; and the *Commander*, owned by J. and J. W. Elsworth Sons, New York City.

Caterpillar D13000 engines will be installed in a boat building for John Bindloss of Stonington, Conn. at the Stonington Boat Works, and one for Frank Eldridge and Carl Ericson being built at Greenport Basin & Construction Co., Greenport, L. I.

H. C. Ruggles is in charge of the engine division of the Penn Company, which has dock and service facilities at its East River, New York City plant, and maintains branches in Mineola, and Poughkeepsie, N. Y. and Newington, Conn. The Company distributes Caterpillar Diesels on the Connecticut, Long Island and New Jersey coasts.

Willard Issues Progress Report

TO show its workers now serving in the armed forces how those remaining on the job are backing them up, Willard Storage Battery Company, Cleveland, recently mailed to each a unique progress report, titled "A Report to Willard People on the War Fronts From Willard People on the Production Front".

The report opens with a Roll of Honor listing the names of all Willard workers in the Armed Services. It then describes how Willard workers at home have achieved records in the production of storage batteries for war applications, including many revolutionary new types developed by Willard engineers.



These people buy a battleship —every week!

Meet John S—— and Mary D——

John works at an electronics plant on Long Island, and makes \$85 a week. Almost 16% of it goes into War Bonds.

Mary has been driving rivets into the hide of one bomber after another out at an airplane plant on the West Coast. She makes \$55 a week, and puts 14% of it into War Bonds.

John and Mary are typical of more than 27 million Americans on the Payroll Savings Plan who, every single month, put a half a BILLION dollars into War Bonds. That's enough to buy

one of those hundred-million-dollar battleships every week, with enough money for an aircraft carrier and three or four cruisers left over.

In addition, John and Mary and the other people on the Payroll Plan have been among the biggest buyers of extra Bonds in every War Loan Drive.

When you come to figure out the total job that John and Mary have done, it's a little staggering.

They've made the Payroll Savings Plan the backbone of the whole War Bond-selling program.

They've helped keep prices down and lick inflation.

They've financed a good share of our war effort all by themselves, and they've tucked away billions of dollars in savings that are going to come in mighty handy for both them and their country later on.

When this war is finally won, and we start giving credit where credit is due, don't forget John and Mary. After the fighting men, they deserve a place right at the top of the list. They've earned it.



You've backed the attack—now speed the Victory!

ATLANTIC FISHERMAN

This is an official U.S. Treasury advertisement—prepared under auspices of Treasury Department and War Advertising Council

CORROSION



A DRAG ON SPEED and POWER

The average surface friction of a properly conditioned 18-inch propeller turning at 1800 R.P.M., on a typical cruiser moving at ten miles an hour, is approximately 27 pounds per square foot. When the blades of this propeller become pitted with corrosion, the result is similar to the retarding influence of sand in a precision bearing—greatly increased friction with a subsequent drag on power and speed.

Capacity power and speed is maintained for a much longer time in boats driven by MICHIGAN MACHINED-PITCH propellers because corrosion resistance has been developed to the nth degree through the use of MICHALLOY, the toughest, longest-lasting metal available for propellers.

Top ranking marine architects and veteran fishing fleet operators vote for MICHIGANS because of their engineering excellence in precision and durability . . . Rated orders filled promptly.

MICHIGAN MACHINED-PITCH PROPELLERS

Resist Corrosion Longer

MICHIGAN WHEEL COMPANY · Grand Rapids 3, Mich.

New Jersey Seeks Better Inlet For Growing Barnegat Catch

CORRECTION of the present faulty operation of the main Barnegat Inlet gorge channel by Army Engineers, in the opinion of Island fishermen and Ocean County officials, would vastly increase the tonnage and value of catches in the Barnegat area.

It also was suggested that construction of jetties at Barnegat City would permit better drainage at ebb tide, which would reduce the excessive water salinity that has acted to destroy an oyster industry once valued at two million dollars.

The vital commercial use of the Inlet was stressed at a recent meeting with field representatives of the War Department in Toms River. It was revealed that in 1939 the total seafood tonnage entering the inlet was 1160; going to 1170 in 1940; 1227 in 1941; 992 in 1942 and running 1061 last year. Estimates for 1944 go as high as 1500 tons. Vessel figures in entering and leaving traffic run as high as 16,000 units annually.

The rich fishing grounds of Barnegat Ridge and the traffic lanes of all coastwide schools of food fish pass immediately off Barnegat City. Sea bass, porgies and mackerel run 95% of the tonnage catch by commercial riggers and private fishing skiffs; while the Barnegat lobster makes up the remainder with as much as 25 tons in 1941.

The Independent Fish Company, of which Capt. Peder Nordstrand is president, and the Barnegat City Fish Company, headed by A. R. Myers, have a total investment exceeding one million dollars in commercial fishing equipment.

It is reported that the use of the docking facilities by commercial dragners is increasing, and it would be larger if the waterway in the Inlet were deeper and stabilized.

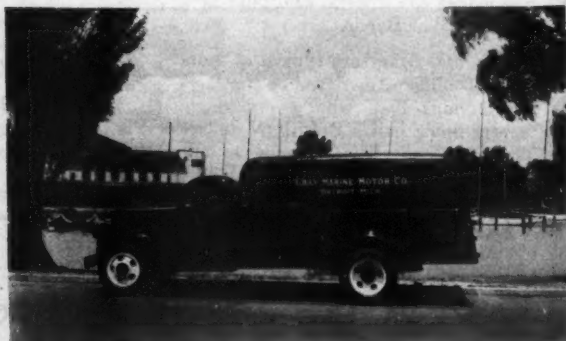
Lawley Turns Out 300 Ships

THE Navy has just revealed that more than 300 fighting ships, in operation on battle fronts around the world, are products of Geo. Lawley & Son Corp. of Neponset, Mass. Since Pearl Harbor more than 250 new vessels have been turned out by Lawley for the Army and Navy, while nearly 60 vessels have been converted for war use at the yard.

The number and five leading types of ships include more than 190 of the LCI's and other secret type landing craft, seven YO district craft, 19 anti-submarine control craft, and other auxiliary ships kept secret, all for the Navy; as well as 37 tugs for the Army.

Lawley has built more than 25 per cent of the LCI (L) program. The yard built the first LCI, the first British LCI, the first converted LCI, the first new type British LCI, the first tank lighter, the first YO district craft, the first PC on active duty, the first four-engine PC, and the first special type Army tug boat.

In order to provide the necessary facilities for expediting its building program, the yard has been expanded to more than five times its original size. In recognition of its building record, Lawley has been awarded the Navy "E" flag and four renewal stars.



Dispatch truck recently placed in operation by the service department of Gray Marine Motor Co., for making repairs on engines in fishing boats on the Great Lakes. It carries special tools and spare parts right to the job.

The Gloucester Seiner "Beatrice and Rose" is a Steady Producer —

Powered with Wolverine

The "Beatrice & Rose", owned by Capt. Gerome Frontiero of Gloucester, is powered with a five-cylinder $9\frac{1}{4}$ x 14, 175-195 hp. Wolverine Diesel.

She's one of many mackerel seiners which have demonstrated that Wolverines provide the good maneuverability, speed and reliability necessary for successful fishing.



WOLVERINE MOTOR WORKS, INC.

Union Avenue, Bridgeport, Connecticut



**Builders of all Classes of Steel
Vessels up to 4000 Tons
Conversion and Repairs
Marine Railway**

WE ARE NOW PREPARED TO
SERVE THE FISHING INDUS-
TRY IN THE CONSTRUCTION
AND REPAIR OF ALL TYPES
OF FISHING VESSELS AND TO
MAKE PROMPT DELIVERIES.

COMPLETE FACILITIES ARE
AVAILABLE.

JOHN H. MATHIS COMPANY

SHIPBUILDERS SINCE 1880

CAMDEN, NEW JERSEY

New England Office - - 88 Broad Street - - Boston, Massachusetts



The edge, after all, is the business end of a tool; and only craftsmen of long experience grind the cutting tools for which Briddell is famed.

"Pooh," Foreman Jimmie Stephens might say, "it's no trick to put an edge on a Briddell tool when you always get fine steel, correctly tempered, to work on." But Jimmie's modest. For over 25 years tool-grinding has been his specialty at Briddell's; and his unique "know-how" is reflected in every cleaver, fish splitter, jungle knife, every cutting implement Briddell puts out.

Down here on the Chesapeake there's a firm where craftsmanship counts. All through the Briddell plant quality is the big idea. Nobody for one minute forgets that the tools made here are destined to help other folks make a living.

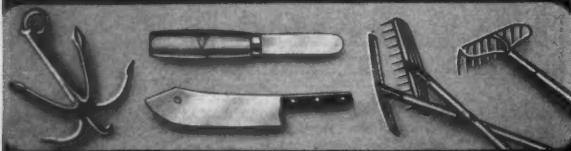
Flag awarded January 4, 1944

Star awarded June 24, 1944

WARTIME MAKERS OF ROCKET PROJECTILES



CHAS. D. BRIDDELL, INC.



Crisfield, Maryland • Craftsmen in Metal since 1895



New type heat exchanger on the Model 7 Sheppard Diesel.

New Exchanger on Sheppard Diesel

THE use of a new type heat exchanger, containing an integral expansion tank, eliminates a maze of external piping and tubing formerly considered a necessary part of a Diesel installation. This new exchanger is standard equipment on the Model 7 Sheppard Diesel, the only Diesel of its size on which both heat exchanger and expansion tank are built into the engine itself as one unit.

The heat exchanger, manufactured by the engine maker, is so constructed that any foreign material large enough to pass through the sea water pump will also pass through the exchanger. Cooling unit tubing used is about $\frac{3}{4}$ " the same size as the openings in the pump and suction lines.

A by-pass thermostat built into the unit requires no adjustment in any climate. When the engine is first started, the fresh water by-passes the cooling unit and returns directly to the block until the engine reaches the proper operating temperature. Once this temperature is attained, the by-pass line closes automatically and the full flow is directed over the cooling unit.

The cooling system is equipped with a positive displacement rubber impeller pump. This system is provided with two connections, one to and one from the sea. A zinc anti-corrosion plug in the salt water line prevents corrosion of the coils due to electrolysis.

The construction of the heat exchanger is so simple that inspection or repair is easily performed by any average mechanic. To remove the cooling unit intact, it is necessary only to remove four bolts and the hose clamp.

Fishery Council Re-elects Officers

AT the fifth annual meeting of the Fishery Council, held on December 1st, the following officers were re-elected: Matt Graham, President; Harry Weinstein, Vice President; Sol Broome, Treasurer; and Samuel R. Keats, Secretary.

It was suggested that the best means of getting new fish consumers, especially the younger generation, was to set up a place in the market where lectures could be given and motion pictures shown as to the method of catching fish; also recipes could be distributed to all visitors after actual demonstrations were given on how to prepare the fish.

Fulton Market Closed Saturdays

A contract has been signed by Fulton Market dealers with the Seafood Workers' Union whereby the market will be closed on Saturdays from Nov. 1 to the Saturday after Ash Wednesday.

Fishermen who work on Fridays can ship their merchandise even though the market is closed on Saturdays, although it is recommended that fish shippers hold their fish if the weather should be warm so that they can ice it well on Saturday or Sunday and ship it then.

Draggers Do Well Sea Scalloping

Quite a number of draggers from the west end of Long Island have started sea scalloping off the south shore of the Island, and many of the boats which have been fluke fishing also have entered this fishery. The scallops are not too large but there is a sizable bed of them. Some boats have scalloped since early Summer, and even with the advent of Fall and its influx of more boats, capacity loads are still being caught.

PFLUEGER Fish Hooks

(PRONOUNCED "FLEW-GER")

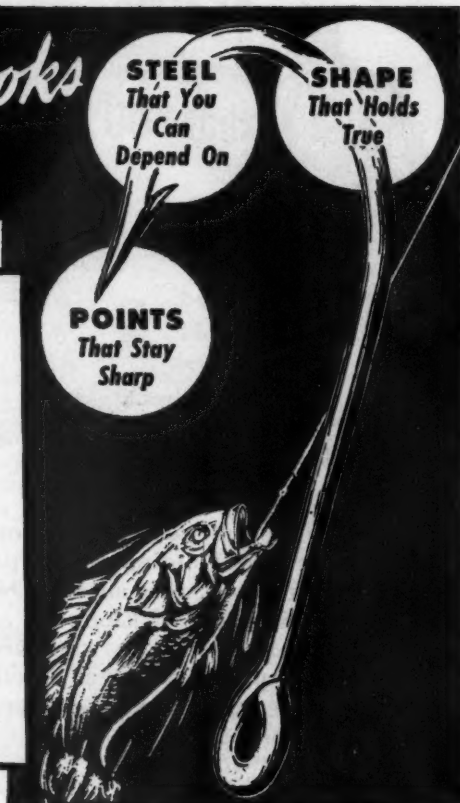
80 YEARS EXPERIENCE

Hooks built from Pflueger experience have served commercial fishermen for 80 years. Millions of tons of fish have been brought up from the sea with Pflueger Hooks used in Atlantic, Pacific and Gulf waters. Whenever you use a hook bearing the name "PFLUEGER," you can be sure that its construction is based upon the best knowledge gained from generations of experience. Its features mean the most satisfactory service for you. Ask your supplier for Pflueger Fish Hooks; if he does not have them, write us for the name of someone who can supply you.

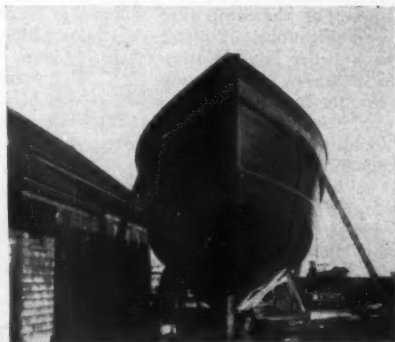
THE ENTERPRISE MFG. CO., Akron, Ohio

80 Years Manufacturing Fish Hooks

PFLUEGER A Great Name in TACKLE



Complete Building Facilities For Wooden Boats up to 70 ft.



*The new 56 ft. Dragger "Christine & Dan"
owned by Capt. Bjrine Larsen, Vineyard Haven*

Boat and Engine Repairs and Supplies

100-Ton Railway

WHARTON SHIP YARD

JAMESTOWN, RHODE ISLAND

Dependable Service For Whatever We Sell

Superior Diesel
Chrysler
Red Wing
Sheppard Diesel Sets
Goodrich Bearings

WALTER H. MORETON CORP.

Marine Engineers

**1045 Commonwealth Avenue
Boston**



"Morning Star" — Chrysler Royal

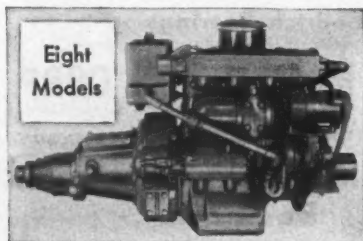


**Marine
Power
Plants**



You need never fret about replacement parts holding you in port if you are powered with an OSCO-HERCULES Marine Diesel Engine. . . . Because Hercules parts are standardized and you can pick them up at practically any marine hardware or automotive supply dealers'.

Moreover, you will find that steady power, long life, economical operation and low maintenance costs accompany the use of every OSCO-HERCULES motor. Hercules builds them that way. . . . OSCO converts them to meet the special requirements of marine service by incorporating fresh-water cooling systems with full cylinder-length water jackets, bronze heat exchanges and manual temperature controls. Electric starting on every engine.

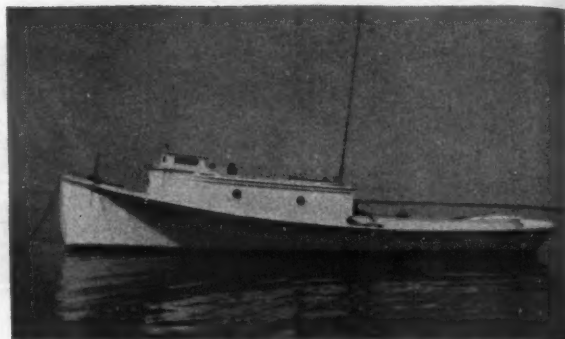


Eight Models

2 cyl.—24 hp, 28 hp, 30 hp.
4 cyl.—62 hp, 70 hp, 75 hp.
6 cyl.—77 hp, 83 hp.

Write for Catalog

OSCO
MARINE DIESELS
HERCULES (Diesels) and FORD (Gas)
Converted to Marine Use.
OSCO MOTORS CORP.
2020 E. Orleans St.
Philadelphia 34,
Pa. Dept. E



The "Rambler", owned by Capt. Charlie Lewis, Harkers Island, N. C., is 38' x 8½' x 3', and is powered with a 6 cylinder Chrysler marine engine, turning a Hyde propeller.

North Carolina to Re-Stake Grounds

THE *Croatan*, enforcement vessel of the North Carolina Division of Commercial Fisheries, is back on the job at Manteo after a long stay at Morehead City. Capt. Tom Basnight, for many years connected with the enforcement of fisheries regulations, is back on the job, and is assisted by Capt. Bill Etheridge.

The need for the *Croatan* is great at the present time in order to re-establish the stakes which marked off the boundaries of fishing grounds in the section. A recent storm carried away nearly all of the stakes.

Under the customs in North Carolina, fishermen are allotted a certain territory in which to set nets, and this territory is subdivided by mutual consent. Once having laid claim to a piece of "ground" the fisherman retains it indefinitely and may pass it on to his children.

Marine Products Co. Pumps, Controls

IN the growing line of marine engineered equipment originated and manufactured by Marine Products Company of Detroit is a new electric bilge pump. This compact accessory, developed by their engineering laboratory, is in current production for operation on 12 or 24 volts; and is available on special order for 32 and 110 volts. The motor, requiring from 400 to 500 watts, drives vertically to a close-coupled centrifugal pump of the same type which has been used in other M-P pumping units. A cast type strainer connected directly to the impeller housing strains coarser debris from the pump and also serves as the pump base. The pump is self-priming, due to the low lift. Outlet fitting is one inch.

Other items being made by Marine Products Co. include single and double controls for clutch and reverse gear; an ingenious combination control for throttle and reverse gear; single and twin throttle controls with finger tip action, self locking; Thermovalve, a device for control of engine temperature; and the line of M-P centrifugal pumps, now built in five sizes, either rotation, for operation under 3600 rpm., with capacities of 30 to 385 gallons per minute.

Over 100,000 of the M-P centrifugal pumps have now been shipped to the U. S. Navy and U. S. Army, for use in amphibious craft. These and other M-P accessories are finding an increasing usefulness in the commercial field, and are now being shipped on regular priorities.

Marine Products Co., specializing exclusively in the marine field, maintains a large experimental laboratory.



New Marine Products electric bilge pump.



CONSERVATION NOTE BOOK—



SLACK OFF GUY LINES

PAGE 9

Dampness causes any rope to shrink. So when rope is used as a guy line or other support, which is exposed to the weather, be sure to slack off. This will prevent overstrain due to shortening from wetting and will materially lengthen the life of your rope.

If you have not already received your free copy, write today for booklet, "Care and Conservation of Rope". It contains further practical hints on how to make your rope last.

NEW BEDFORD
LORDBAGE CO.

233 BROADWAY • NEW YORK 7, N. Y.

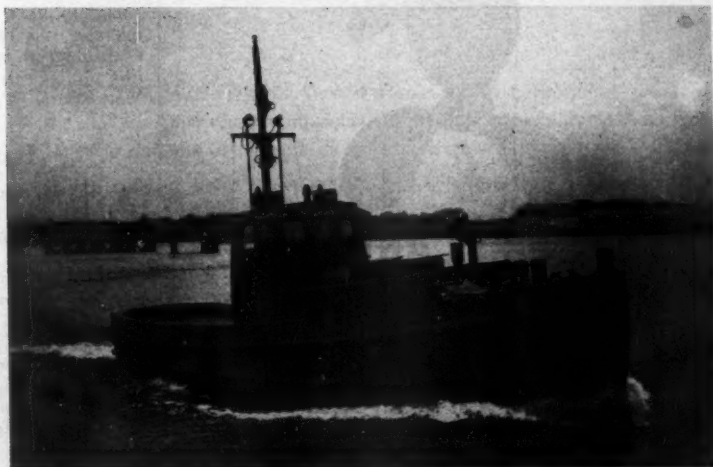
 31 St. James Avenue • Boston 16, Massachusetts
 Mills, New Bedford, Massachusetts

We Can Give You Quick Delivery on Fishing and Commercial Vessels — Act Now!



We have materials, facilities, personnel and experience to insure prospective fishing boat owners speedy and efficient delivery on new construction.

Call or Write Now to



Northeast Shipbuilding Company

100 River Street

QUINCY, MASS.

Tel. PREsident 8651

River Street Yard, Quincy — Edison Park Yard, Quincy — Scituate Yacht Yard, Scituate

Service for the Fishing Fleet



HAULING

ALTERATIONS REPAIRS

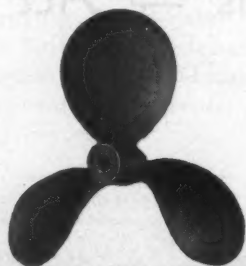
We Build Also



Palmer Scott & Co., Inc.

NEW BEDFORD, MASSACHUSETTS

The "High Liners" must have
efficient, dependable equipment



52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

**HYDE
PROPELLERS**

EFFICIENT . . . RELIABLE
ALWAYS GET HOME SAFELY

HYDE WINDLASS COMPANY, Bath, Maine



Boston Landings for November

(Hailing fares. Figure after name indicates number of trips.)

Acme (2)	28,600	Lasseghn (1)	8,000
Adventure (3)	175,700	Maristella (2)	155,500
Alden (1)	33,000	Mary & Jennie (3)	29,500
Annie & Josie (3)	37,500	Mary W. (2)	104,000
Baby Paul (2)	23,800	M. C. Ballard (1)	104,000
Belmont (2)	523,000	Neptune (2)	188,200
Billow (2)	239,000	Newton (2)	213,200
Boston (1)	73,500	Plymouth (2)	185,300
Breaker (2)	360,000	Princess (2)	34,000
Breeze (2)	237,800	Quincy (2)	385,800
Brookline (1)	198,800	Ripple (1)	91,500
Cambridge (2)	307,500	Robert & Edwin (1)	9,000
Charles M. Fauci, Jr. (2)	260,000	Roma (2)	43,500
Comber (3)	244,000	Rosalie D. Morse (1)	69,500
Cormorant (2)	279,000	Rosemarie (1)	55,000
Dorchester (3)	312,500	Santa Maria (2)	97,000
Eva II (2)	12,200	Sea (2)	164,000
Fabia (2)	340,000	Serapha II (1)	17,000
Fannie E. Hickey (2)	39,100	Shamrock (1)	90,000
Felicia (2)	116,500	Spray (2)	231,500
Flow (3)	346,000	Theresa R. (2)	85,200
Geraldine & Phyllis (2)	48,500	Thomas D. (2)	106,000
Gertrude Parker (1)	26,000	Thomas Whalen (2)	241,100
Gossoon (2)	120,500	Vandal (2)	43,600
J. B. Junior II (3)	36,400	Weymouth (3)	232,200
Josie M. (2)	26,000	Wm. J. O'Brien (2)	464,000
Lark (Line Trawler) (1)	35,500	Winchester (1)	202,500
Lark (Otter Trawler) (3)	420,500		

Western Electric Telephone History

CIRCUITS FOR VICTORY, a 40-page booklet depicting the gigantic role of communications weapons in modern warfare, has been distributed by Western Electric Company, 195 Broadway, New York, to its more than 90,000 employees.

Using the pictorial technique, the booklet projects the success of modern communications equipment in war against a backdrop of the Company's 75 years of experience in the design and manufacture of telephone and communications facilities for the Nation at peace and in war. It reveals how progressive improvement in designs and methods advanced the telephone and radio from a neighborhood curiosity to a world-wide network of voice channels; how those communication devices and others today are helping to spark the attack on all battle fronts.

One highlight in the book is a series of paintings reproduced in four colors and showing three dramatic events in telephone history; the first conversation over the original instrument invented by Alexander Graham Bell; the first transcontinental call; and two Western Electric engineers and a French general receiving the first trans-Atlantic radio telephone message at an underground listening station in the shadow of the Eiffel Tower in Paris.

The book also features a chart in four colors revealing in highly-simplified form the interrelation of military and naval communications units. It shows the spiderweb of telephone, teletype and radio links running from the alert marine or G. I. observer in the muddy foxhole to the center of coordination in the Navy Department and the Pentagon Building in Washington.

Bardco Generating Plants

A NEW model Diesel generating plant, designed for marine service where small size and maximum output are factors, is now in production by Bardco Manufacturing & Sales Company, of Los Angeles and Dayton.

The direct current model, DD40, is rated at 40 KW for continuous service, with the alternating current model designated as DA40, with the same rating. Both plants have the new single-bearing Bardco generators, operating at 1800 rpm.

The direct current model for marine service has a compound wound, ABS drip-proof generator, and is also equipped with an enclosed, self-contained fresh water cooling system. Within the sheet steel housing are the heat exchanger, make-up tank, gear-type raw water pump, and beneath these units a spare parts and tool cabinet.

To prevent operation at unsafe temperature or oil pressure levels, Bardco automatic safety controls stop the plant when water temperature or oil pressure reach predetermined levels. All sets have a 24-volt starting system, with an electric air-preheater for cold weather starting.

The generators are powered with model T126 Chrysler six-cylinder Diesel engines, connected to the generators by patented Bardco flexible couplings.

Tests Protection Against Shipworm, Fouling

THE Fish and Wildlife Service Biological Laboratory of Beaufort, North Carolina, has conducted a test to ascertain the value of Cuprinol in the protection of wood surfaces against shipworm and other types of marine fouling.

Six test panels and an untreated control panel were put overboard on May 26, 1943. After a 7-month submersion and exposure, they were taken out on January 7, 1944.

The site selected for the test was under the Laboratory bridge — the same location previously used for similar tests conducted in co-operation with the U. S. Navy and the Aluminum Corporation of America. Severe marine fouling is known to occur here during the Spring, Summer and Fall months, and untreated lumber is invariably destroyed in one season by heavy infestations and attacks by the shipworm, Teredo, and the crustacean Limnoria.

In general, the results of the test clearly demonstrate (1) that Cuprinol is an excellent preservative for wooden boat bottoms, (2) that it greatly increases the value of regular copper paints, and (3) that it should be applied to wooden hulls for primary protection in case the bottom paint is rubbed off.

A single thin coating of Cuprinol, applied under four regular brands of copper boat-paint, greatly increased their efficiency with respect to fouling and shipworm attack.

The Cuprinol primer gave valuable protection to the wood after the paints had lost their usefulness. The panels which received only single and double coatings of Cuprinol were protected as well as those covered with the copper paints but did not give complete protection because an insufficient amount of Cuprinol had been placed thereon.

When a greater amount of Cuprinol was applied to the wood, by giving it a 3-minute dip, the test panel was fully protected from shipworm damage, and received only a medium amount of marine fouling. The marine fouling on the Cuprinol-dipped panel was very lightly attached to the surface so that the barnacles, hydroids, etc., were easily detached by a jet of water from a garden hose. A boat bottom so treated would probably have remained clean through water pressure removing the growth when the boat was in operation.

The base of Cuprinol is copper naphthenate, but Cuprinol itself has added ingredients that give far greater preservative qualities than copper naphthenate alone can give.

The results of the tests will prove of interest and benefit to those engaged in the construction and operation of wooden fishing vessels. Copies of the report may be obtained, without charge, from Cuprinol Inc., 7 Water Street, Boston 9, Massachusetts.

A chart of the test panel and frame assembly is included in exhibits attached to the report. It designates the various coatings applied to the panels as well as to the frame and will be of interest in identifying the appearance of tested panels and sections in the photographs in the exhibit following the chart. Following these, a summary of panel treatments and test results is given.

ATLANTIC LIMERICK HOOKS



DeWitt
AMERICAN MADE
**ATLANTIC
LIMERICK
FISH HOOKS**



THE COMPLETE LINE of DeWitt Hooks offers outstanding proof of the skill of American metallurgists, the production ability of American industry and the excellence of American craftsmanship.

The Atlantic Limerick style shown here is typical of the DeWitt fish hooks being produced for the aquatic foods industry. These are the finest quality hooks it is possible to produce. They are made from scientifically developed alloy steels that assure great strength, sharp points and uniformity.

Each Atlantic Limerick hook is accurately shaped, has large ring and is heavily plated to insure longest wear. There is a complete range of sizes to meet every need.

Write for complete list of sizes and prices.

Please give the name of your supply house.

DeWitt Hooks are in Fishing Kits used by our Armed Forces

Bill DeWitt Baits

Auburn, N. Y.

DIVISION OF SHOE FORM CO. INC.

QUALITY-MADE FISH NETS

**FOR LONG WEAR
EASY HANDLING,
AND BIG HAULS**

Expert manufacture with finest materials assures fishermen that Starr Nets will meet the exacting requirements of gill netting, seining, pound and trap fishing.



A. M. STARR NET CO.
East Hampton, Conn.

85-Foot Dragger "Fairhaven" Demonstrates Fast Speed

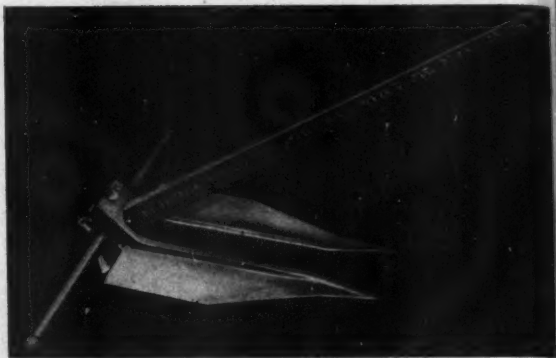


The new 85 ft. "Fairhaven", built for Capt. J. W. Murphy of Fairhaven, Mass., has proved herself to be the fastest dragger in the New Bedford fleet, with a speed of 12 knots.

She's a product of Bristol's experienced builders who know the value of rugged, well fitted construction in making a good sea-going dragger.

Our modern yard is equipped with three covered ways, overhead cranes and facilities for installing machinery and deck gear. Capacity up to 125 feet.

BRISTOL YACHT BUILDING CO.
SOUTH BRISTOL, MAINE
A good place to build a good boat.



The Danforth Anchor.

Danforth Anchors in Hurricane

A NAVY officer on an AMC in a letter to William S. Danforth described the performance of Danforth anchors as used by AMCs and YMSs during the recent Florida storm. Quotations from the officer's letter are as follows:

"Thought you might be interested in learning that we rode through the recent hurricane on a Danforth. She held remarkably well and so far as we know we did not drag an inch. The hurricane hit us in the afternoon and lasted four hours with winds of 120 miles per hour in the peak. Several other ships around broke loose at the height of the storm and nearly all the ships except the YMSs dragged anchors considerably. Every YMS was equipped with your anchor and not one of them had a bit of trouble."

Another story comes from a fisherman, Capt. George Berg of Mystic, Conn., who describes how his 75 lb. Danforth held his 55 ft. *Tip Top* and a sister ship. Both of these 34-ton craft have a beam of 16 ft. and a draft of 7 ft. Capt. Berg states:

"During the September 14th hurricane at 9:30 P.M., half an hour before the height of the storm, we could see that it was necessary to get away from the dock and we did so. As soon as we were past the end of the dock, we anchored. We couldn't see anything anyway. We used a 3 1/2" manila rope spliced into a thimble. We let out 25 fathoms. The wind was blowing North East at about 80 miles per hour and we were in twenty feet of water."

"The *Carl J.*, a sister ship, was pounding against the dock. She had no anchor. We swung her a line and hauled her away. When the wind shifted unexpectedly North West, we turned sharply. We both lay with the one 75-lb. Danforth and did not drag. The anchor came up easily the next morning and the rope showed how deeply the anchor had buried itself in the soft muddy bottom."

"To us this was a remarkable feat because one of the other draggers, a lighter boat, had a 200-lb. regular type anchor and dragged dangerously throughout the storm."

A. E. Fraser of the Stonington Boat Works reports this hurricane experience of one of his customers, a fisherman, as follows: "One of the boats we had supplied with a 75-lb. Danforth, anchored in the harbor. It is a 56 ft. boat of 20 tons and lay to 50 fathoms of 7/16" 6 x 19 wire rope with two lines bent on the anchor as a precaution. The wind was ninety miles in the puffs, but as the captain found she was riding easily and not dragging, he set a watch on deck to check bearings and went below and turned in."

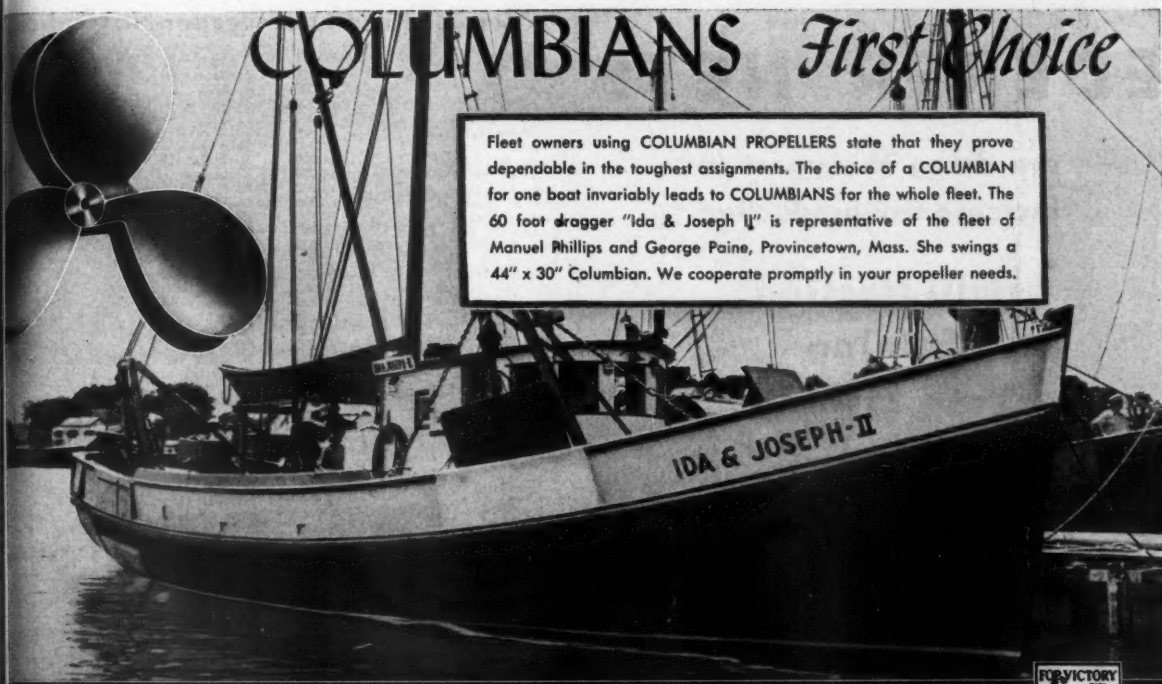
New Ferdico Products Available

IN the full line of Ferdico products which is now available without priority, the following changes and additions have been made: Ferdisal is offered as a substitute for Jeffery's C-quality liquid marine glue and Ferdico No. 1 marine glue is being supplied in place of Jeffery's No. 1 marine glue. The original products cannot be manufactured until the Japs have been pushed from the South Pacific.

A new product in the Ferdico line is Ferdilac, which is a substitute for unobtainable shellac. Ferdilac is said to outperform natural shellac, having greater resistance to mar, or abrasion, longer wear and more flexibility.


COLUMBIANS *First Choice*

Fleet owners using COLUMBIAN PROPELLERS state that they prove dependable in the toughest assignments. The choice of a COLUMBIAN for one boat invariably leads to COLUMBIANS for the whole fleet. The 60 foot dragger "Ida & Joseph II" is representative of the fleet of Manuel Phillips and George Paine, Provincetown, Mass. She swings a 44" x 30" Columbian. We cooperate promptly in your propeller needs.



COLUMBIAN BRONZE CORPORATION
FREEPORT, LONG ISLAND, NEW YORK

Catalog Free on Request



ARROWHEAD
25 to 45 hp. With or without reduction gears. Gasoline 4-cyl., 3 1/4" x 4 1/2", 186 cu. in. displ. Normal engine speeds 1000-2000 r.p.m.



THEY ARE BOTH
speedy **AND sturdy**
for fast runabouts, cruisers, commercial boats



ARROWHEAD JUNIOR
4-cyl., 4-cycle, 3 1/4" x 4", 133 cu. in. displ., 1000 - 3000 r.p.m.

OTHER RED WING ENGINE SIZES
20 Gasoline Models 8 hp. to 125 hp.
Spark Diesel Types 42 hp. to 125 hp.
A few available for essential uses

RED WING MOTOR CO., RED WING, MINNESOTA



PAINT
that stands
the gaff

Pettit Paints—developed through years devoted exclusively to the manufacture of superb marine finishes . . . have naturally gone to war to help protect Uncle Sam's great fleet of fighting craft. They're serving on the home front, too, by protecting many of our essential fishing fleets. So, to assure a completely satisfactory job on your next overhaul, specify Pettit Paints—the best marine insurance money can buy.

PETTIT PAINT CO., INC.
Belleville, N. J.



PAINT



since 1861

PETTIT

AND SEE WHAT SERVICE MEANS.



EDERER NETS

are doing their part to
increase fish production

Gill Netting Seining Trap Fishing

Ederer Fish Netting is skillfully manufactured to highest quality standards. It is scientifically designed to provide the proper size and style for every fishing requirement.



R. J. EDERER COMPANY

Home Office: 540 Orleans St. Chicago, Ill.

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REINER

Made to Order



REINER Marine
Auxiliary Unit.

Generating Sets
and
Auxiliary Units

Made to Order. You need auxiliary power... auxiliary air... auxiliary pumping capacity. With a Reiner Auxiliary Unit you don't have to fit your requirements into the "nearest" unit. Rather the above equipment is selected to fit your requirements and then assembled into a compact unit. That's what makes Reiner Auxiliary Units the better buy... what has influenced such exacting buyers as the Army, Navy, Coast Guard and Maritime Commission to accept Reiner.

JOHN REINER & CO

12-12 37th AVENUE, LONG ISLAND CITY 1, N. Y.



12-RC-4

New Bedford Landings for November

(Hailing fares. Figure after name indicates number of trips.)

Addie Mae (3)	41,000	Ivanhoe (2)	34,000
Agda (1)	16,000	J. B. Jr. (1)	2,000
Alice J. Hathaway (1)	24,500	Jennie & Julia (2)	34,000
Alice May (1)	3,000	J. Henry Smith (1)	3,000
Anastasia E. (1)	9,000	Joan & Ursula (3)	117,500
Angeline (1)	2,000	Julia K. (2)	4,000
Angie & Florence (1)	14,000	Katie D. (1)	34,000
Anna C. Perry (1)	14,000	Kelbarsam (2)	18,500
Anna M. (3)	49,000	Liberty (1)	7,000
Ann & Marie (1)	12,000	Lt. Thomas Minor (1)	13,000
Barbara Tee (2)	16,500	Little Growler (2)	48,000
Beatrice & Rose (1)	8,000	Marie & Katherine (2)	29,000
Bethulia (1)	24,000	Martha E. Murley (2)	23,000
Bernice (1)	2,600	Mary J. Landry (1)	13,500
Bethulia (1)	24,000	Mary Tapper (2)	34,000
Bozo (1)	11,800	Meta & Margaret (1)	22,000
Camden (1)	2,000	Minnie V. (3)	22,000
Cape Ann (2)	82,500	Mishum (1)	5,000
Capt. Drum (1)	25,000	Nashawena (1)	22,000
Catherine T. (1)	30,500	Natale III (2)	95,000
Chas. M. Fauci II (1)	2,000	Nautilus (1)	43,000
Christina J. (2)	96,000	Nellie (3)	19,000
Clinton (1)	30,000	New Bedford (2)	70,000
Dautless (1)	11,000	Nobader (2)	5,000
Dolly & David (1)	3,500	North Star (1)	27,000
Doris (2)	6,200	Pearl Harbor (3)	130,000
Dorothy (1)	2,000	Pelican (2)	97,000
Ebenezer (1)	7,000	Penguin (2)	42,000
E-C (2)	7,600	Phyllis J. (2)	18,000
Eclipse (1)	6,000	Princess (1)	13,500
Edith (2)	19,500	Priscilla (1)	4,500
Elva (1)	4,500	R. E. Ashley (2)	69,000
Elva & Estelle (3)	38,500	Richard & Arnold (2)	15,000
Endeavor (3)	9,000	Rosalie F. (1)	5,000
Etta K. (1)	23,000	Ronald & Dorothy (3)	14,000
Father & Son (2)	9,000	Rose Jarvis (1)	14,000
Flavia (1)	3,500	Rosie & Gracie (1)	40,000
Frankie & Rose (1)	40,000	Sankaty Head (3)	15,000
Fred Henry (2)	9,000	Santina (1)	6,000
Gay Head (1)	6,000	Sea Hawk (3)	28,000
Gertrude DeCosta (1)	5,500	Sea Ranger (2)	81,000
Gloucester (3)	111,000	Skillogolee (2)	38,000
Grayling (2)	7,500	Southern Cross (1)	5,000
Growler (2)	48,000	Stanley B. Butler (2)	113,000
Hazel Jackson (1)	27,000	Trio (3)	16,000
Helena K. (1)	6,000	Two Brothers (1)	11,000
Hope (2)	36,000	Viking (2)	61,500
Huntington Sanford (2)	27,000	Wamsutta (3)	116,700
Idlewild II (1)	6,000	Wanderer (1)	4,000

Scallop Draggers (Landings in Gallons)

Alpar (1)	1,100	Jerry & Jimmy (2)	2,250
Antonio (1)	1,200	Liboria C. (1)	400
A. P. Andrew (2)	1,050	Louis Thebaud (1)	1,000
Bobby & Harvey (1)	800	Malvina B. (2)	1,500
Carol & Estelle (2)	2,075	Mary D'Eon (1)	1,000
Catherine & Mary (1)	1,350	Muriel & Russell (1)	150
Emily H. (1)	150	Olive Williams (2)	1,200
Four Sisters (1)	900	Palestine (2)	1,200
Friendship (2)	1,950	Shannon (2)	1,200
Gloria F. (1)	1,350	The Friars (2)	1,200
G. N. Soffron (1)	1,150	Virginia & Joan (1)	500

Wheeler's Sub-buster Construction

WHEELER Shipyard, Inc., has just issued an "Interim Report" which portrays the construction of the 83 ft. U. S. Coast Guard sub-busters by the Company's Brooklyn plant. These vessels, the entire fleet of which was built by Wheeler, have played an important part in driving the enemy submarines from our shores. Wheeler recently received a letter of commendation on the performance of these vessels from Vice Admiral R. R. Waesche, commandant of the U. S. C. G. The booklet contains numerous illustrations of the sub-busters under construction, as well as interior views of the finished vessels. A special feature of the booklet is a four-color picture of the sub-buster in action, copy of which is available for framing on request.

Hallcrafters Win Fifth "E" Award

AS a result of its all-out production drive, the Hallcrafters Co., manufacturers of radio telephones, was recently notified by Robert D. Patterson, Under Secretary of War that it had won the Army-Navy "E" Award for the fifth time. With this fourth renewal the Company now flies the production award flag with four white stars.

McAllister Rejoins American Rope

C. D. McALLISTER is now advertising manager for American Manufacturing Co., Brooklyn, N. Y., taking the place of F. L. Tebbetts, who has taken a position with another firm. Mr. McAllister returns to American Manufacturing after a year's leave of absence as a Lieutenant in the U. S. Naval Reserve.

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It's D-Day, H-Hour. LCIs drop a Danforth astern ... run through the surf and "climb" on the beach. Down go the ramps and the infantry pours ashore.

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• Sketch by John J. Floherty, courtesy "LOOK" magazine, illustrating Danforth in action on LCI

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Diesel Group Elects Officers

ROBERT E. FRIEND, president of Nordberg Mfg. Co., was re-elected to the presidency of the Diesel Engine Manufacturers Association when that organization held its annual meeting December 6 at Cleveland, Ohio.

Two new vice presidents were also elected. They are F. H. Kilberry, who heads Atlas Imperial Diesel Engine Co., and E. J. Schwanhauser, vice president of Worthington Pump & Machinery Corp.

Robert H. Morse, Jr., general sales manager of Fairbanks-Morse & Co., was re-elected DEMA's treasurer. Harvey T. Hill continues as executive director.

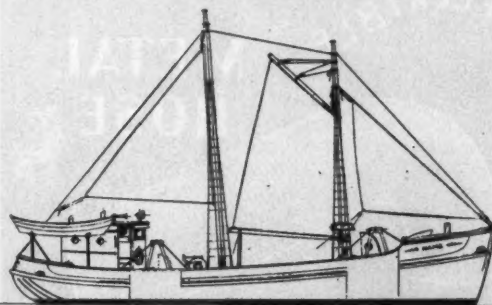
Four new directors of the Association were named as follows: Norris H. Schwenk, president of Busch-Sulzer Bros.-Diesel Engine Co.; Charles E. Brinley, chairman of the board, Baldwin Locomotive Works; Charles G. Cox, vice president of Enterprise Engine & Foundry Co., and Mr. Kilberry.

Continuing as directors are George W. Codrington, vice president General Motors Corp. and general manager Cleveland Diesel Engine division; Gordon Lefebvre, president and general manager Cooper-Bessemer Corp.; and Messrs. Friend, Morse and Schwanhauser.

Amercoat Plastic Coating Folder

A NEW folder in two-colors titled "Amercoat No. 33 Plastic Coating", describes the properties, uses and benefits of this general-purpose, cold-applied, protective coating. It contains factual data relative to the positive elimination of corrosion on equipment and structures of all kinds. Technical facts presented range from application, coverage, colors, to degrees of weathering, moisture absorption and transfer. Featured is a complete list of corrosive agents to which Amercoat No. 33 is impervious. A copy is available on request from Amercoat Division, American Pipe and Construction Co., P. O. Box 3428, Terminal Annex, Los Angeles 54, California.

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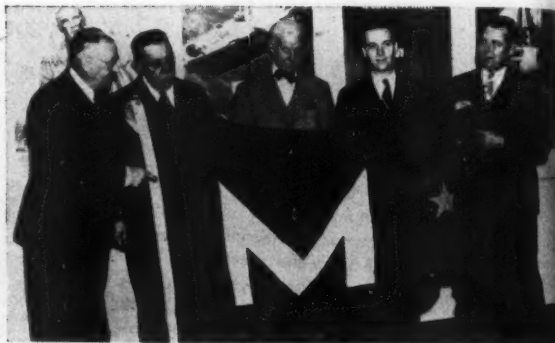


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Presentation of Maritime "M" to Submarine Signal Co., showing from left to right: Commissioner J. M. Carmody; H. J. W. Fay, President of Submarine Signal Co.; Honorable A. C. Murray, Mayor of Fall River, Mass.; D. H. Harris, Assistant to Mr. Fay; and Arnold M. Skudre, Fall River plant manager.

Submarine Signal Gets "M" Pennant

THE Maritime "M" Pennant has been awarded the employees and management of Submarine Signal Company, Fall River Division for excellence in producing underwater sound equipment. This award is in addition to four "E"s previously received by the company from the Navy.

Although this plant has been in operation only a little more than a year, its production achievements have resulted in the early official recognition.

Commissioner J. M. Carmody of Washington, D. C., made the presentation of the "M" Pennant, Victory Fleet Flag and Maritime Badges. Taking part in the ceremonies with him were H. J. W. Fay, President of Submarine Signal Company, Alexander C. Murray, Mayor of Fall River, A. M. Skudre, Manager of the plant and Master of Ceremonies, and William Hussey who received the Merit Badges for the employees.

Among the marine devices manufactured in this plant is the Fathometer, originated and manufactured by Submarine Signal Company, which gives fishing captains constant soundings of ocean depths, and enables them to find the fish schools and stay on the fish until full nets are obtained.

Delaware Proposes Size Revisions

ELIMINATION of a "black market" in Delaware for fish of illegal size taken in other states by making Delaware laws uniform with laws of other states was urged by the advisory board of the Delaware Commission to the Atlantic States Marine Fisheries Commission at a meeting December 13 in Wilmington.

Recommendations by the group for presentation to the 1945 Delaware Legislature included the following: 15 inch minimum size for sale or possession of summer flounder (*paralichthys dentatus*).

Limit for sale of channel bass or red drum between 14 and 32 inches with a minimum size of 14 inches, of those taken by sports anglers. It would also limit sportsmen to the possession of two of these fish.

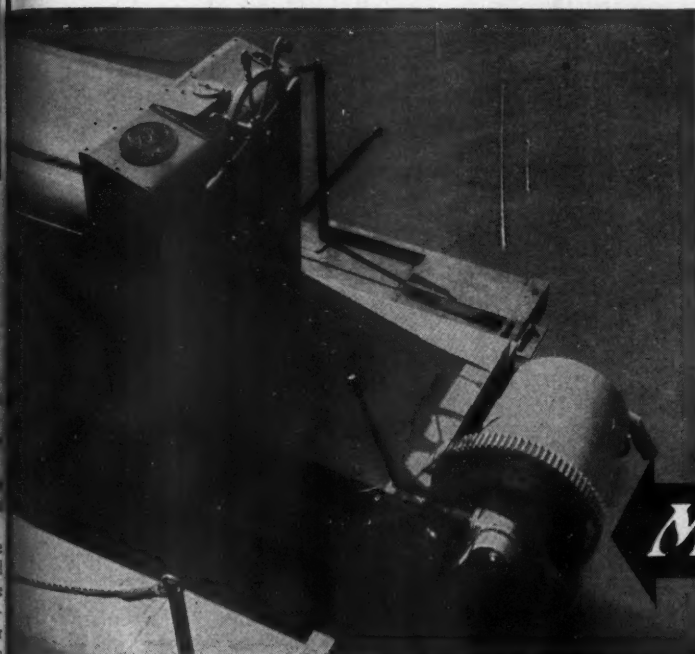
Striped bass or rock fish, limit the size to be taken to 12 inches measured from the tip of the nose to the fork of the tail and would prohibit the sale or possession of any over 20 pounds.

Other minimum limits recommended for possession or sale included: Sea bass, 8 inches; kingfish, 8 inches; blackfish, 7 inches; mackerel, 7 inches; porgy, 7 inches, and butterfish, 6 inches.

The board pointed out that these recommendations would bring Delaware laws in line with those in other states in a general conservation move.

Among those attending were: State Senator Clayton A. Bunting, representing party boats; Isadore Keil and Robert Rettig, representing sports anglers; Otis Smith, commercial fishing; Urban Pizzala, retail fish dealers, and State Senator Harry T. Mulholland, Arnold J. Stewart, and Mailly Davis, members of the Delaware Commission.

Okay...so you don't believe it—BUT...



You're looking right at a Mack Diesel-powered Murray & Tregurtha Outboard Propelling Unit which after the war will enable you to make the entire load of your barge, dragger, trawler a *pay load*.

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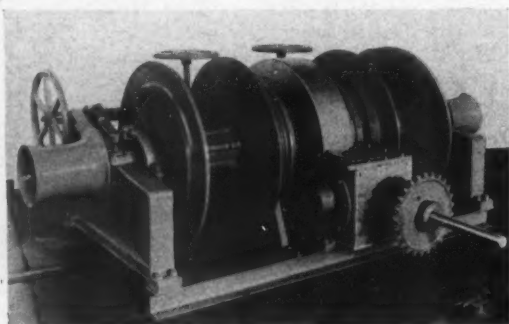
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New Brunswick Landings Break All Records

By C. A. Dixon

THE smashing of all previous records in respect to the catch and value of sardine herring taken in New Brunswick during the month of October, 1944 is the "talk of the town" in a much wider sense than the term implies. Never before in history have the sardine fishermen of Charlotte County, particularly of the Parish of West Isles, (Deer Island and outlying islands), earned as much money in any like month. The total landed value of the catch of 11,865 hogsheads amounted to \$195,782.00, practically all of which was paid to the weirmen of Charlotte, those of Saint John County having caught but few fish, namely 137 hogsheads. The month's fishing even topped that of October, 1943, when 6,133 hogsheads were taken valued at \$101,000.00.

The reason why the spotlight is turned on October this year is to show the relative importance of sardine fishing in New Brunswick as compared to the catching of fish of other kinds. The total landings of all fish in southern New Brunswick in October amounted to 126,185 cwts., with a total landed value of \$220,077.00.

Big Catch at Deer Island

At Deer Island and vicinity the catch of sardines in a single month amounted to 7,313 hogsheads, with a total value to the fishermen of \$120,678.00. These fish were caught in a comparatively small area by 60 weirs, but the greater portion of the catch was taken in weirs considered "highliners", one of which is said to have caught 1200 hogsheads in four weeks.

October, 1943, was a banner month in West Isles when 3,164 hogsheads were caught valued at \$52,206.00—less than half the catch and value of the same month this year. Good fishing also was enjoyed all the month of November, but statistics for that month are not immediately available. With open weather, prevailing prospects for the month of December are good and already fair catches of fish have been reported during the first week with the tides serving well. It is expected that several new weirs will be built in 1945 as there are about twenty locations in West Isles alone that have not been used lately.

Lobster Fishing Good

Lobster fishing in Charlotte County, N. B., has been excellent ever since November 15, the opening day of the fall fishing season. At the time of writing fishermen are still doing well, with a price of 30c a pound. Grand Manan is the principal lobster fishing area in southern New Brunswick, and the lobstermen there have done well. Chester Green of Wood Island broke all records when he landed no less than 968 count lobsters from his traps on the first day of hauling his lobster pots. His brother Joe came next with a catch of 958 lobsters, taking the honors of the season for the Seal Cove district.

The Grand Manan lobsters are larger than usual this year, fishermen say, and more than 75 percent "selects." During the first week or two the greater part of the Grand Manan catch was impounded in local lobster pounds, but some were sold to Lubec, Me., dealers. A price of 25 cents a pound was paid the first week of the season, but somewhat higher prices were received from Maine sources. In the Grand Manan district, where in normal times more than 40,000 traps are fished by local lobstermen, the weather on the opening day was mild and comparatively favorable for the work. Consequently, some of the traps set in the early morning of the 15th were hauled before nightfall and good catches of lobsters were found to be in them.

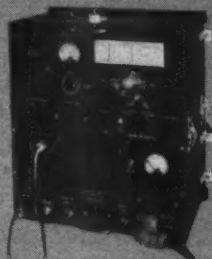
Throughout Charlotte County lobster production is on the rise, and in many districts fishermen are getting better fishing than ever before. Everyone is making money and everyone is happy about the resuscitation of an industry that only a short time ago seemed to have had its day. The last two years, however, have proved conclusively that lobster fishing in southern New Brunswick has staged a real comeback.

Purse Seining Prospects Good

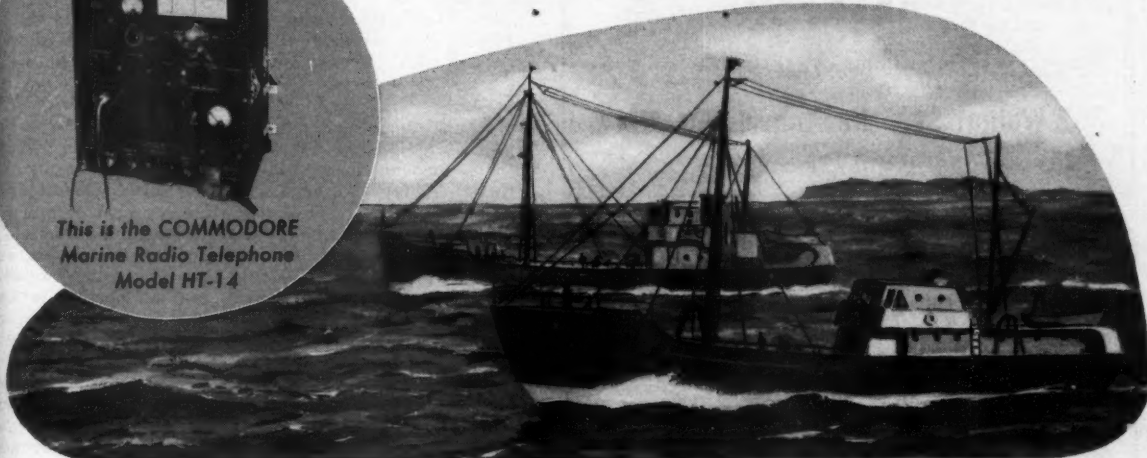
Already there are reports that there are good schools of sardine herring inhabiting the Bay of Fundy areas where seining is carried on in the winter months—the Wolves Islands, Grand Manan, and the "North Shore" of Charlotte County, N. B.

RACE TO MARKETS

In the race to markets in postwar marine expansion, speed, safety and security will count more than ever. Marine operators who want all of these together with a new kind of economy and efficiency of operation will want the new Hallicrafters COMMODORE—a two-way marine radio telephone installation that will handle every working problem in ship-to-ship and ship-to-shore communications.



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Vineyard Bay Scalping Looks Encouraging

By J. C. Allen

ALTHOUGH we seldom comment on weather conditions this is one of those times when it is a subject that cannot be avoided. It would almost appear that the Almighty has it in for us in this neck of ocean to judge by the experiences of the multitudes during the month of November.

Having been wrecked generally and strewn alongshore for miles and miles, the gang spent nearly a couple of months after the hurricane in merely making things safe, shoring up boats, hauling gear above high-water mark and so on, with a view to tackling things one by one and restoring them to their original shape. There was no other procedure possible, what with the amount of gear and the lack of manpower.

But what happens is that November brings along a flock of northeast gales with tides higher than any man ever saw, except during the hurricane itself, and between the tide and sea plus a little assistance from a seventy-knot gale, it just raised the devil with things all along the line. Oh it didn't smash everything, but it smashed plenty and set more of it adrift so that we now run short of small boats, lumber, twine, dock space and several other important matters, while the fleet of crippled boats of all descriptions has grown and grown.

Fishing, by which we refer to the taking of the free-swimming varieties, has dropped to second place in the general program during the month, which is apt to happen in any year due to the opening of the bay scallop season, but which has dropped even farther this year because of the general run of tough going with the small boat fleet.

Bay Scalping

Of bay scalping, there is considerable to be said, and if it looks to us, there is a chance to do some long-distance planning if a man can also figure, which doesn't seem too difficult.

Close to 250 commercial shellfish licenses were issued in the larger towns of the Vineyard, and perhaps 40 in the rest, this season. This gives an idea of what the shellfishery amounts to in normal times, when we have sometimes had nearly twice as many men engaged in it.

Now the take this season is below par; not that it is over when we pen this report, but it has advanced far enough to give us a good idea of things.

But all indications point to general improvement all along the line, which is the thing that counts, and we predict the townships will look with general favor on the appropriation of still more money to develop and protect scallop beds.

Lake Tashmoo in Tisbury, opened to the sea last year for the first season, produced \$10,000 worth of scallops. This year the take is less, but the scallops are very large. Damage to the opening leading to salt water may have affected things some and probably did, but the fresh water that runs into the pond fattens the bivalves, too. It looks like a successful venture and worth even more expenditure.

Lagoon Pond yielded a fair take on the Tisbury side, and much less in Oak Bluffs, but the bottom is paved with sand and the largest kind of seed. There is no sign of any falling off in the general supply.

In other ponds, the luck was similarly spotted, but in general the supply of seed was very good, despite the damage believed to have been done by the hurricane.

We doubt if any man ever makes a fortune taking bay scallops because we believe that the day of outrageous prices for them has gone to leeward. But it looks more like a real business now than it ever has, the way we view it, with every encouragement to plant and maintain beds after the fashion of oyster growers.

Aspect Puzzling

Of the regular fisheries, the aspect has us puzzled. There is plenty of evidence to show that the general supply alongshore has shrunk badly. There is every evidence in the markets to indicate a falling-off of demand. Unions are reported to be contemplating limiting the catch and holding vessels in port in order to keep the price up to the maximum ceiling, and

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opposing the lifting of the price ceiling on fish. Small vessels, at least in these bearings, haven't made any money for a year. It all makes us wonder. It didn't require any economic expert to see that the period we have recently passed through was an artificially created wave of prosperity. There was no actual need of any such frantic movement of sea food and comparatively few people made any real money out of it, save the fly-by-night speculators who bought old boats and sent them to sea, or rented a shanty and bought and sold fish.

The industry as a whole has not benefitted by the appeals from Government bureaus to produce more, the restrictions that have been imposed upon New England, or the scrambling by manipulators in business and politics.

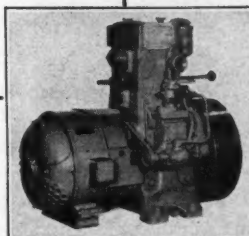
Maybe we are cockeyed, but we have kept track of these things for quite a spell and there is nothing, in our opinion, that beats the ancient, unrestricted law of supply and demand.

Fulton Market Wholesale Prices

Species	Nov. 1-11	Nov. 13-18	Nov. 20-25	Nov. 27-30
Bluefish	.01-.03	.02-.02	.01½-.02	.04-.04
Bluefish	.. ..	.35-.45	.23-.40	.35-.43
Bluefish	.20-.20	.. ..	.. ..	.. ..
Bluefish	.04-.22	.08-.20	.. ..	.16-.25
Bluefish, mkt.	.05-.18	.08-.14½	.09-.18½	.11-.14½
Bluefish, stk.	.14-.18½	.12½-.19	.10-.18½	.15-.18½
Bluefish	.14-.15	.16-.20	.. ..	.21-.21
Bluefish	.10-.10	.09½-.11	.10-.10	.. ..
Bluefish	.. ..	.. ..	.10-.10	.25-.35
Bluefish	.04-.13½	.04-.13½	.07-.12½	.06-.13½
Bluefish	.20-.28	.20-.23	.25-.25	.30-.30
Bluefish	.11-.15	.12½-.15	.12½-.15½	.12½-.15½
Bluefish	.05-.15½	.05-.14	.05-.14	.06-.15½
Bluefish	.. ..	4.00-7.00	.. ..	10.00-12.00
Bluefish	.. ..	.25-.25	.28-.30	.25-.30
Bluefish	.. ..	.14-.14	.. ..	.. ..
Bluefish	.07-.12	.09-.10	.16-.28	.27-.30
Bluefish	.16-.17	.11-.16½	.15-.15	.16-.16
Bluefish	.07-.12½	.08-.12½	.10-.12½	.10-.12½
Bluefish	.42-.48	.. ..	.35-.46	.40-.40
Bluefish	.. ..	.. ..	.60-.75	.. ..
Bluefish	.08-.22	.20-.20	.14-.18	.20-.20
Bluefish	.15-.35	.06-.32	.08-.20	.28-.30
Bluefish	.14-.35	.18-.30	.. ..	.25-.35
Bluefish	.. ..	.32-.33	.25-.30	.35-.38
Bluefish	1.00-3.00	1.50-2.00	1.00-4.00	2.00-4.00
Bluefish	.05-.40	.15-.40	.10-.40	.10-.40
Bluefish	.14½-.16	.14½-.23	.14½-.16¾	.14½-.16
Bluefish	.13¼-.23¼	.19-.23	.23-.23¼	.22-.23¼
Bluefish	.. ..	.20-.28	.. ..	.17½-.24
Bluefish	.15-.28	.12-.18	.15-.20	.18-.22
Bluefish	.07-.14	.07-.07	.14-.14	.. ..
Bluefish	.. ..	.10-.15	.15-.15	.. ..
Bluefish	.02-.05	.02½-.06	.02½-.08	.03-.06
Bluefish	.08-.12	.09-.12	.10-.12	.10-.12
Bluefish	3.00-11.00	3.50-11.00	4.50-15.00	4.00-18.00
Bluefish	4.00-6.50	4.00-5.00	6.00-6.00	5.00-6.50
Bluefish	3.00-4.50	4.00-5.00	5.50-5.50	4.50-5.00
Bluefish	1.00-2.00	1.00-2.00	1.10-1.75	1.00-2.15
Bluefish	2.50-4.50	2.25-4.50	3.00-5.00	4.50-5.00
Bluefish	1.75-1.75	1.70-1.70	1.50-1.60	1.60-1.70
Bluefish	.35-.82	.38-.85	.53-.82	.35-.75
Bluefish	2.50-2.75	2.50-3.00	2.50-3.00	2.50-3.00
Bluefish	.25-.38	.20-.38	.23-.38	.25-.38
Bluefish	.10-.20	.12-.22	.05-.12	.16-.16
Bluefish	5.09-5.18	5.09-5.18	5.09-5.18	.. ..
Bluefish	.. ..	.46½-.47½	.. ..	.. ..

Jones Tachometer Bulletin

BULLETIN No. 44-1, just published by Jones Motrola Company, Fairfield Avenue, Stamford, Connecticut, manufacturers of tachometers and other industrial products, describes four models of Jones individual-mount tachometers and the Jones multi-range portable hand tachometer. The bulletin shows both full-face and profile views of the individual tachometers, r.p.m. ranges available, mounting dimensions, and includes prices for tachometers and appurtenances, instruction on use and operation, and general installation data.



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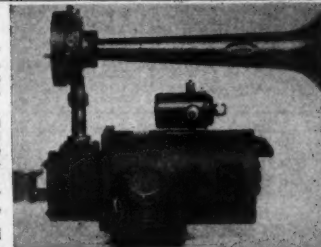
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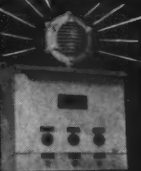
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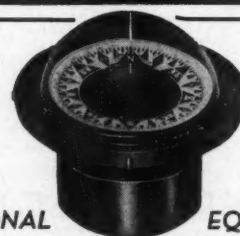
25 West 43rd Street
New York 18, N. Y. Bryant 9-8675
In Boston—92 State Street

Gloucester Landings for November

(Hailing fares. Figure after name indicates number of trips.)

Agnes & Myrnie (20)	81,000	Josephine P. II (2)	44,400
Aliburton (18)	65,200	Josie II (1)	2,300
Alicia (1)	31,000	Killarney (2)	245,500
Alvan T. Fuller (2)	190,000	Lady of Good Voyage (2)	152,700
America (1)	75,000	Leonarda (1)	1,700
Andarte (2)	54,000	Linta (1)	50,000
Anna Guarino (3)	21,500	Little Joe (4)	19,500
Annie II (4)	14,300	Little Nancy (4)	43,500
Antonina (1)	38,000	Lois T. (16)	107,300
Ariel (5)	37,100	Lucretia (5)	17,200
Atlantic (1)	45,000	Magellan (3)	150,000
Austin W. (1)	40,000	Malolo (2)	118,000
Baby Rose (3)	74,000	Marietta & Mary (2)	58,000
Balilla (2)	74,100	Mary (6)	31,700
Barbara C. (4)	19,200	Mary A. (2)	95,000
B. Estelle Burke (2)	102,000	Mary & Julia (2)	100,000
Bethulia (1)	42,000	Mary Curtis (2)	87,900
Blow (1)	165,000	Mary M. (1)	22,000
Bonaventure (2)	82,000	Mary R. Mullins (1)	92,000
California (1)	20,000	Mary Rose (1)	152,000
Calista D. Morrill (1)	11,400	Mayflower (Dragger) (1)	5,000
Carmela Maria (4)	51,700	Mayflower (Gill Netter) (15)	97,000
Caroline & Mary (2)	250,000	M. C. Ballard (2)	206,000
Caspian (2)	90,000	Moonlight (3)	41,500
Catherine (16)	60,000	Nancy B. (4)	48,700
Catherine L. Brown (1)	6,000	Nancy F. (2)	39,000
Cayadetta (3)	27,500	Naomi Bruce (21)	111,200
Chebeague (2)	11,500	Naomi Bruce II (20)	89,000
Cigar Joe (2)	66,000	Naomi Bruce III (22)	102,000
Clarence B. Mitchell (1)	3,600	Newcastle (1)	32,000
Columbia (2)	140,000	No More (21)	65,000
Columbo (2)	75,000	Nyoda (3)	41,000
Donald & Johnnie (1)	7,000	Old Glory (2)	147,000
Doris F. Amoro (1)	89,500	Olivia Brown (2)	159,000
Edith L. Boudreau (2)	120,000	Olympia (3)	43,000
Edna Fae (17)	100,300	Olympia LaRosa (4)	73,500
Eliza C. Riggs (21)	100,800	Paolina (2)	61,000
Emily Brown (3)	373,000	Phillip & Grace (2)	272,000
Emily C. (2)	6,000	Pollyanna (3)	114,000
Emma Marie (2)	49,000	Portugal (1)	75,000
Enterprise (13)	44,500	Puritan (1)	100,000
Escort (2)	11,500	Rainbow (3)	64,000
Ethel S. Huff (3)	9,700	Richard J. II (17)	104,000
Eugene H. (2)	111,000	Robert & Edwin (1)	11,000
Evalina M. Goulart (2)	130,000	Rosemarie (2)	103,000
Eva M. Martin (4)	14,600	Rosie C. (2)	10,000
Evelyn G. Sears (1)	33,000	Ruth & Margaret (1)	44,000
Ezzone (2)	215,000	Sacred Heart (3)	87,000
Famiglia (4)	34,000	St. Anthony (2)	21,000
Fannie F. Hickey (2)	17,900	St. Joseph (3)	62,000
Gaetano S. (1)	120,000	St. Peter (2)	113,000
Gertrude E. (2)	5,600	St. Providence (6)	11,700
Golden Eagle (2)	196,700	Salvatore (3)	209,000
Gov. Al Smith (2)	173,000	Santa Maria (1)	75,000
Grace F. (2)	20,000	Sea Hawk (3)	44,000
Helen M. (1)	38,000	Sebastiana & Figli (4)	56,000
Irma Pauline (1)	46,200	Sebastiana C. (2)	46,000
Irma Virginia (3)	15,000	Shamrock (1)	254,000
Jackie B. (20)	178,300	Superior (2)	10,000
Jackson & Arthur (2)	9,100	Susie O. Carver (1)	70,000
Jennie & Julia (1)	36,000	Theresa M. Boudreau (1)	20,000
Jennie & Lucia (1)	50,000	Trimembral (6)	32,000
Joe D'Ambrosio (2)	26,500	Two Pals (3)	63,000
Joffre (2)	286,000	Vince (17)	202,500
Joseph & Lucia (4)	151,000	Wind (3)	
Josephine & Margaret (2)	55,500		

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Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

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Rock Engineering & Sales Co., Inc., 1505 Eastern St., Baltimore, Md.

ANCHORS

S. Danforth, 2121 Allston Way, Berkeley, Calif.

ANCHOR-GRAPNELS

Chas. D. Briddell, Inc., Crisfield, Md.

BATTERIES, STORAGE

"Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
Willard Storage Battery Co., Cleveland, Ohio.

BILGE PUMPS

Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLAM KNIVES, TONGS, RAKES

Chas. D. Briddell, Inc., Crisfield, Md.

COLD STORAGEES

Quaker City Cold Storage Co., Philadelphia, Pa.

CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
Columbian Rope Co., Auburn, N. Y.
New Bedford Cordage Co., 233 Broadway, New York, N. Y.

CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

DEPTH FINDERS

Submarine Signal Co., 160 State St., Boston, Mass.
Hudworth Marine, 100 Gold St., New York 7, N. Y.

DIESEL AUXILIARY SETS

Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan
Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.
John Reiner & Company, 12-12 37th Ave., Long Island City, N. Y.

ELECTRICAL EQUIPMENT

Diehl Manufacturing Co., 240 Congress St., Boston, Mass.
General Electric Co., Schenectady, N. Y.

ENGINE MANUFACTURERS

Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.
The Buda Co., Harvey, Ill.
Caterpillar Tractor Co., Peoria, Ill.
Chrysler Corporation, 12211 East Jefferson, Detroit, Michigan.
Cooper-Bessemer Corp., Mount Vernon, O.
Cummins Engine Co., Columbus, Ind.
Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan
Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.
Fairbanks, Morse & Co., Chicago, Ill.
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
The Lathrop Engine Co., Mystic, Conn.
Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.
Mack Mfg. Corp., Empire State Building, New York 1, N. Y.
Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.
Murray & Tregurtha, Inc., 12 Hancock St., Quincy 71, Mass.
The National Supply Co., Superior Diesels, Springfield, Ohio.

*Osco Motors Corp., 2020 E. Orleans St., Philadelphia 34, Pa.

*Palmer Bros. Engines, Inc., Cos Cob, Conn.

*Red Wing Motor Co., Red Wing, Minnesota

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Ford Conversions and Parts

*Osco Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.

Gasoline Engines

*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

ENGINE DEALERS

*Walter H. Moreton Corp., 1045 Commonwealth Ave., Boston, Mass.

*Rapp-Huckins Co., Inc., 138 Beverly St., Boston, Mass.

EXHAUST HOSE

*Bendix Aviation Corp., Philadelphia, Pa.

EXHAUST SILENCERS

John T. Love Welding Co., Walen's Wharf, Wharf St., Gloucester, Mass.

*The Maxim Silencer Co., 74 Homestead Ave., Hartford, Conn.

FISHING GEAR

*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

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L. D. Lothrop Sons, Gloucester, Mass.

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GASKET PACKING

Fitzgerald Mfg. Co., Torrington, Conn.

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*L. W. Ferdinand & Co., 599 Albany St., Boston, Mass.

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*Bill DeWitt Baits, Hook Mfrs., Auburn, N. Y.

*"Pflueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

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*Chas. D. Briddell, Inc., Crisfield, Md.

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*Kelvin-White Co., 90 State St., Boston, Mass.

Kenyon Instrument Co., Inc., Huntington, L. I., N. Y.

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W. A. Augur, Inc., 35 Fulton St., New York, N. Y.

*R. J. Ederer Co., 540 Orleans St., Chicago, Ill.

The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.

*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.

*A. M. Starr Net Co., East Hampton, Conn.

OIL FILTERS

*Briggs Clarifier Co., 1339 Wisconsin Ave., Washington, D. C.

Hamilton Engineering Co., P. O. Box 1893, Boston, Mass.

OILS

*Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

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Fitzgerald Mfg. Co., Torrington, Conn.

OYSTER KNIVES, TONGS

*Chas. D. Briddell, Inc., Crisfield, Md.

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*"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

PAINTS

International Paint Co., Inc., 21 West St., New York, N. Y.

*Pettit Paint Co., Belleville, N. J.

PROPELLERS

*Columbian Bronze Corp., Freeport, N. Y.

Federal-Mogul Marine Div., 4033-91 Beaufait Ave., Detroit, Michigan.

*Hyde Windlass Co., Bath, Me.

*Michigan Wheel Corp., Grand Rapids, Mich.

PROTECTIVE COATINGS

Amercoat Division, American Pipe & Construction Co., P.O. Box 3428, Terminal Annex, Los Angeles 54, Calif.

RADIO DIRECTION FINDERS

Bludworth Marine, 100 Gold St., New York 7, N. Y.

RADIO TELEPHONES

*The Hallicrafters, Inc., 2611 S. Indiana Ave., Chicago, Ill.

Harvey-Wells Electronics, Inc., Southbridge, Mass.

Jefferson-Travis Radio Mfg. Corp., 245 East 23rd St., New York 10, N. Y.

RANGES

Preferred Utilities Mfg. Corp., 1860 Broadway, New York 23, N. Y.

*"Shipmate": Stamford Foundry Co., Stamford, Conn.

REVERSE AND REDUCTION GEARS

Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.

Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

RUBBER BOOTS

*U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

RUBBER CLOTHING

*U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

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*Chas. D. Briddell, Inc., Crisfield, Md.

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*Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.

*Camden Shipbuilding & Marine Railway Co., Camden, Me.

*Casey Boat Building Co., Inc., Fairhaven, Mass.

*Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.

*Essex Boat Works, Inc., Essex, Conn.

*Higgins Industries, Inc., 1755 St. Charles Ave., New Orleans, La.

Wm. Edgar John & Associates, Inc., Milton Point, Rye, N. Y.

*Geo. Lawley & Son Corp., Neponset, Mass.

*John H. Mathis Co., Camden, N. J.

Newbert & Wallace, Thomaston, Me.

*Northeast Shipbldg. Co., 100 River Street, Quincy, Mass.

*Palmer Scott & Co., Inc., Ft. of Logan St., New Bedford, Mass.

*Willis J. Reid & Son, Winthrop 52, Mass.

*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.

Waldoboro Shipyard, Inc., Waldoboro, Me.

*Wheeler Shipyard, Inc., Ft. of Cropsey Ave., Brooklyn 14, N. Y.

STEERING GEAR

*The Edson Corp., 49-51 D St., South Boston, Mass.

Sperry Gyroscope Co., Inc., Great Neck, N. Y.

STERN BEARINGS

*Hathaway Machinery Co., New Bedford, Mass.

TRAWLING EQUIPMENT

*Hathaway Machinery Co., New Bedford, Mass.

New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

WIRE ROPE

*Bethlehem Steel Co., Bethlehem, Pa.

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Attention lobster producers! Think of post war sales! Active aggressive fish salesman, large following, car, highest references, will sell lobsters exclusively, in Metropolitan New York area for progressive lobster producer on commission basis. Available now! Box 35-A, 1474 Broadway, New York, N. Y.

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South Fish Co., 31 Fulton Fish Market

Frank W. Wilkisson, Inc., 16 Fulton Market

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"Ollie I. Collie", 73' over all and in first class condition, has a 50 hp. Lathrop Diesel engine that is new, and brand new suit of sails. Boat is as good as new, everything is in good order. She is 13 years old and draws not quite 6' loaded. Can be seen. Price is \$15,000. W. J. Stanford, Box 168, Colonial Beach, Va.

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Visible and invisible Contaminants from oil...

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Briggs Fullers Earth
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Oil 3 Times in 3 Ways

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metal chips, are removed
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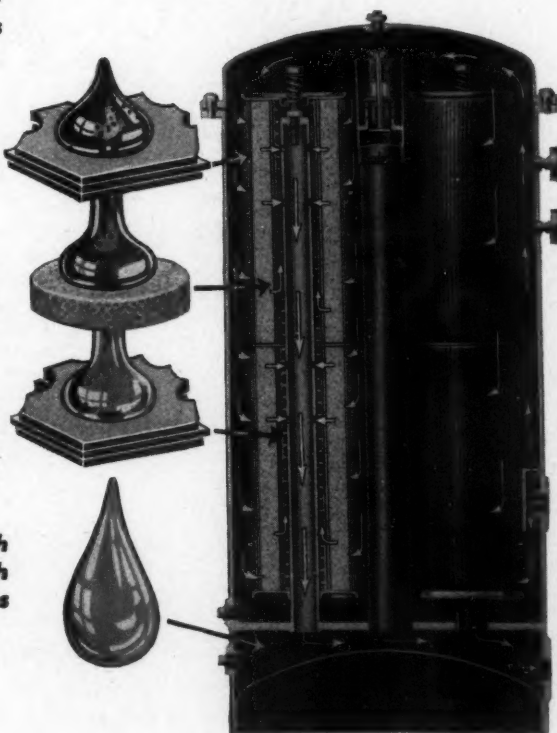
PURIFIES

Invisible impurities are
removed by Adsorption
through Briggs Patented
Molded Fullers Earth.

CLARIFIES

Particles smaller than 1
micron (.00004") are re-
moved by Adsorption
through second layer of
cellulose.

After Passing Through
Briggs Fullers Earth
Cartridge — Oil is
"Refinery Pure."



Cross-section of Briggs D-8-BR-S1 Lube Oil Clarifier. This model has a rated flow of 8GPM. Relief valve maintains proper pressure within Clarifier case.

Effective filtration of lube or fuel oil is that type of filtration which REMOVES invisible as well as visible impurities. Straining or screening out particles of dust, dirt, metal chips, etc., is not enough because it's only half the job.

The *invisible* impurities . . . gums, resins, acids . . . that cause formation of engine-ruining sludge, lacquering, stuck rings, bearing failures . . . can be REMOVED only with a filtering medium such as Fullers Earth . . . the medium used by Briggs engineers in developing today's Briggs Oil Clarifiers.

To be free from troubles caused by contaminated oil . . . install Briggs Oil Clarifiers on your internal combustion engines . . . no matter what size or type. Let the Briggs distributor in your locality show you facts and figures on the savings that Briggs Oil Clarifiers are giving others.



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